



METROPOLITAN TRANSPORTATION PLAN POLICY BUNDLE

Surface Transportation Technical Committee

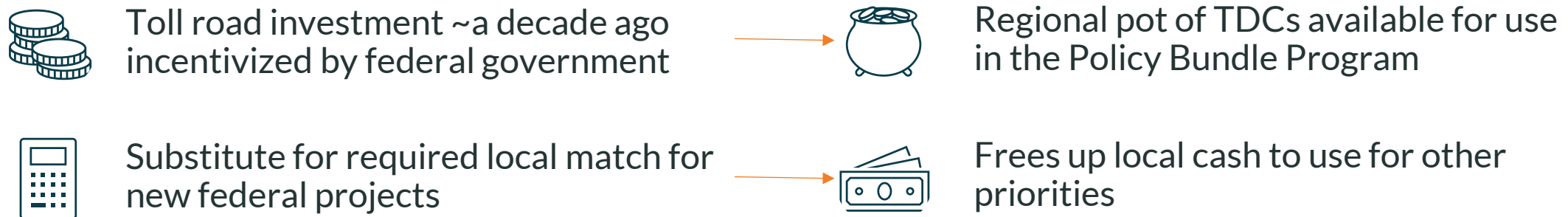
August 28, 2026

MTP POLICY BUNDLE:

SWEAT EQUITY TO REDUCE LOCAL FUNDING OBLIGATIONS



TRANSPORTATION DEVELOPMENT CREDITS



SCORING FRAMEWORK RECAP

 RTC-approved framework • transit participation counts in city scores

	City Scoring (<i>Dynamic</i>)	Transit Authority (<i>Fixed</i>)
Award Type	Ranked each round	Set by authority size
Amounts	500k – 5M / applicant	Small 1M • Medium 1.5M • Large 2.5M
Pot	25M TDCs (83%)	5M TDCs (17%)
Qualify	Policy Points + Transit Points × Population Factor → Ranked TDC Awards	6 policies



Unallocated Transit TDCs flow to cities



Transit scored on the back end

ROUND 6 - HIGHLIGHTS

TOTAL RECOMMENDED TDCs

34,900,000

across all entities

12

cities • 30.9M

2

authorities • 4M



All participating entities qualified

- Draft TDC award recommendations were presented to STTC in July with continued quality control underway
- Quality control review has been completed and identified allocation corrections for three entities
- Staff worked with the TIP team to address allocation corrections and confirm TDC availability

ROUND 6 – AWARD DETAILS

City	Transit Status	Policy Points	TDCs
Arlington	-	53	3,200,000
Denton	1/2 Cent Cities	38	2,300,000
Fort Worth	Full Transit	46	4,700,000*
Frisco	LCG/Small Amount Contract	53	2,400,000
Garland	Full Transit	38	3,100,000*
Grand Prairie	-	32	1,700,000
Grapevine	LGC 3/8 Cent	28	1,300,000
Irving	Full Transit	39	3,200,000
Mansfield	-	21	900,000
McKinney	-	38	1,900,000
Plano	Full Transit	57	3,700,000*
Richardson	Full Transit	41	2,500,000
Total			30,900,000

Authority	Policies Achieved	TDCs
DART	8	2,500,000
Trinity Metro	8	1,500,000
Total		4,000,000

Total TDCs Recommended to Award

34,900,000

SCHEDULE

Date	Item
March 23, 2026	Round 6 Opens
April 27, 2026	Early Deadline for Applications
May 26, 2026	Final Deadline for Applications
June to July	Applicant Scoring
August 13, 2026	RTC – Awards (Information)
August 28, 2026	STTC – Awards (Action)
September 10, 2026	RTC – Awards (Action)
October 1, 2026	Round 6 TDCs Available to Use

REQUESTED ACTION – Distribution of Recommended TDC Amounts

Recommendation for RTC approval of:

- 34,900,000 Transportation Development Credits distributed to successful Policy Bundle applicants for Round 6, which includes an increase of 4,900,000 in TDCs over the original 30,000,000.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the awards.

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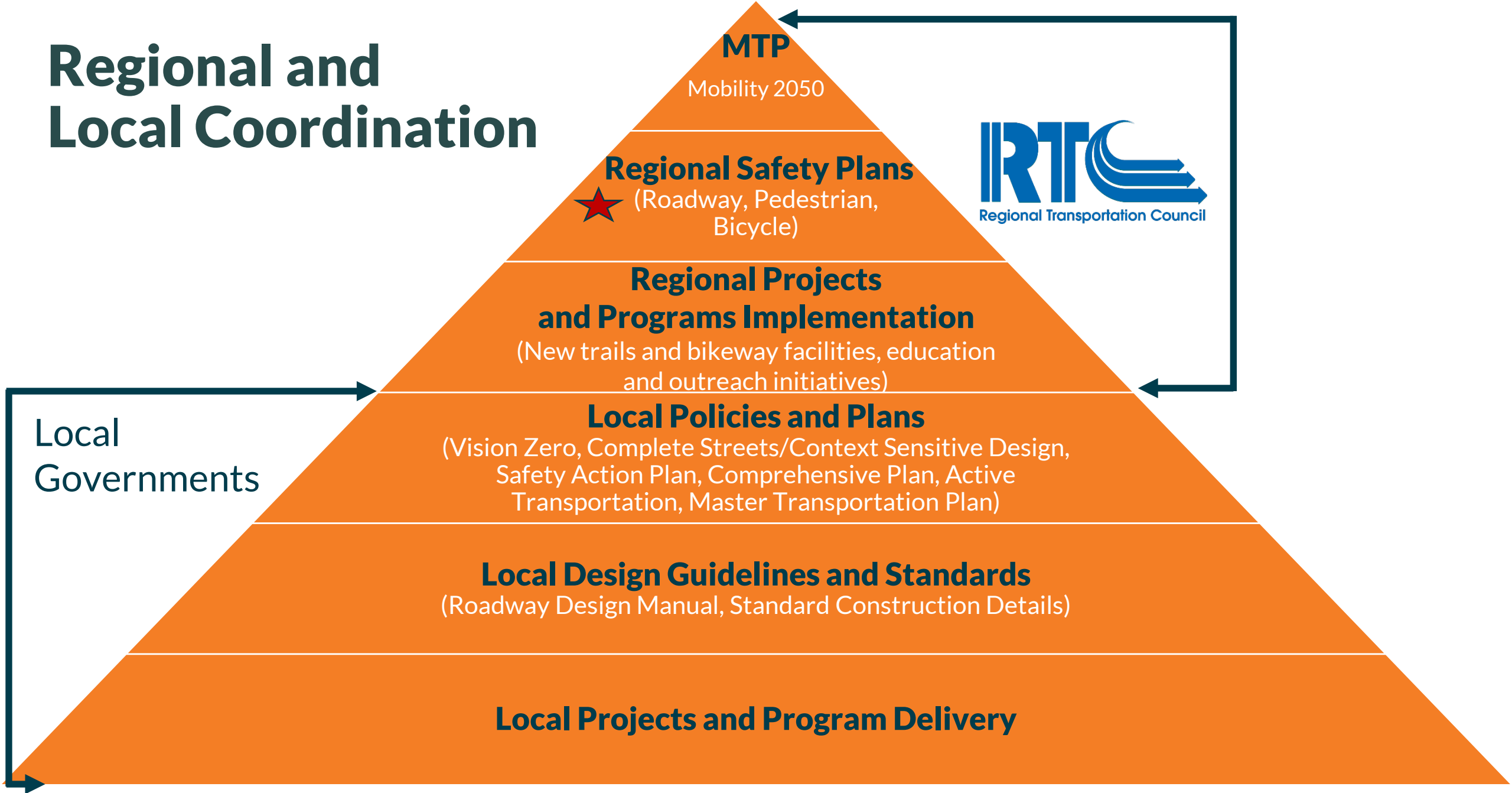
SURFACE TRANSPORTATION TECHNICAL COMMITTEE PRESENTATION

REGIONAL BICYCLE SAFETY ACTION PLAN

DANIEL SNYDER, AICP
08.28.2026

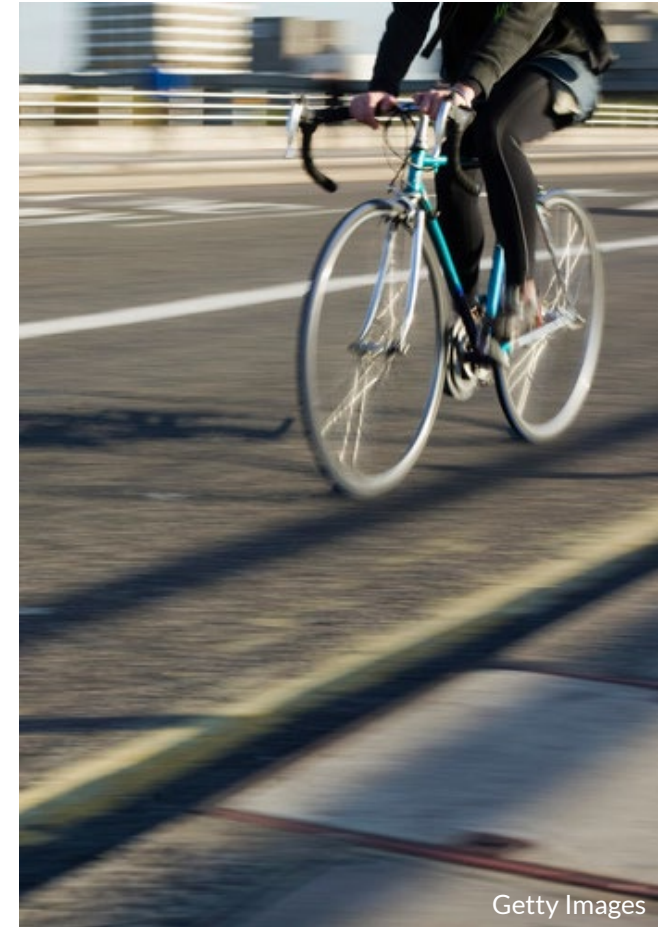
**LOOK OUT
TEXANS**
BIKE WALK DRIVE SAFELY
LookOutTexans.org

Regional and Local Coordination



Purpose of the Safety Plan

- 🚲 **Goals and policies** in support of Regional Transportation Council (RTC) safety position.
- 🚲 Provides a **toolbox of safety countermeasures** to address bicyclist safety issues.
- 🚲 Identifies **strategic locations to guide the selection of future projects and programs** offering the greatest return on investment for **safety** and **network connectivity**:
 - Priority Emphasis Areas
 - Priority Bicycle Safety Corridors
 - Priority Bicycle Safety Intersections



Getty Images

State and Regional Goals

Supports Regional Transportation Council and Texas Department of Transportation (TxDOT) safety goals.

Supports the regional safety performance measure targets to reduce the number of non-motorized fatalities and serious injuries.



Regional Safety Position:

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”

Affirmed by the Regional Transportation Council on February 14, 2019

Texas Transportation Commission Minute Order:

“The Texas Transportation Commission directs the Transportation Department to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050...”

Approved by the Texas Transportation Commission on May 30, 2019

Planning Process

🚲 Robust, grass roots engagement (February – November 2025)

- Stakeholder workgroup
- Bike group and committee meetings
- Outreach events

🚲 Regional Opinion Survey

- 87% of respondents are interested in bicycling more than they do now.
- 52% of respondents cited safety concerns as their primary reason for not bicycling more often.



Planning Process

Data-Driven Approach

Crash data analysis and contributing factors

Hot spot crash densities with context sensitive targeted areas and corridors



August 28, 2026: Regional Bicycle Safety Action Plan

TxDOT Crash Records Information System (CRIS)

A "Reportable Motor Vehicle Traffic Crash" is defined by TxDOT as:

“any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one person to the apparent extent of \$1,000.”

Getty Images

E-Bikes vs. E-Motos*

E-BIKES	VS	E-MOTORCYCLES
		
Pedals with electric assistance	POWER	Powered by an electric motor
Up to 20 or 28mph, depending on class	SPEED	Greater than 28mph
Up to 750W	MOTOR	Greater than 750W
Driver's license and license plate not required	OPERATION	Driver's license (with motorcycle endorsement) and license plate required

Source: City of Mercer Island, WA

*Not a pedal cycle device and not included in the Bike Safety Action Plan

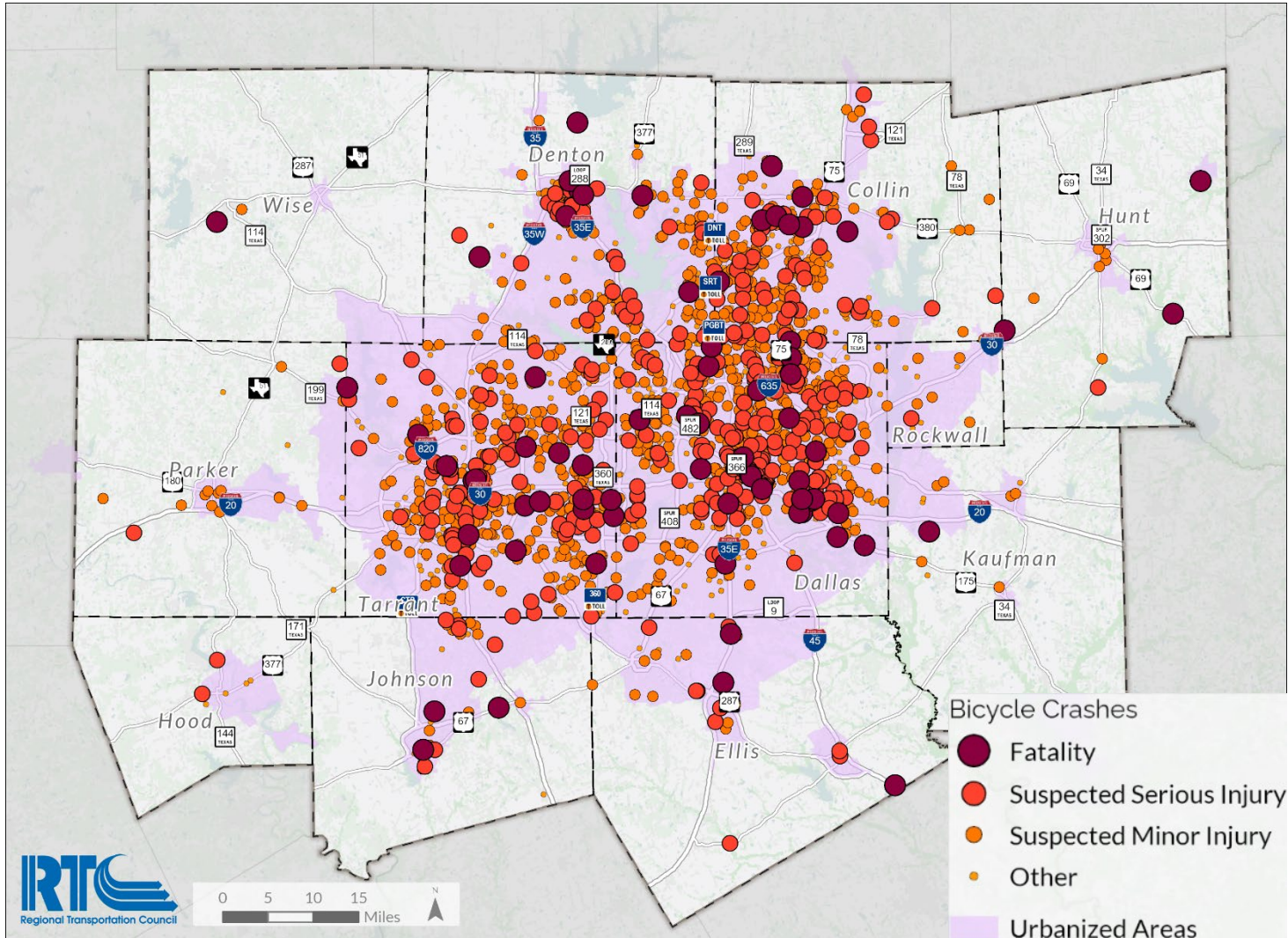


Technology has outpaced statutory classifications which do not clearly define low-speed or high-powered electric devices, and where such devices can be operated

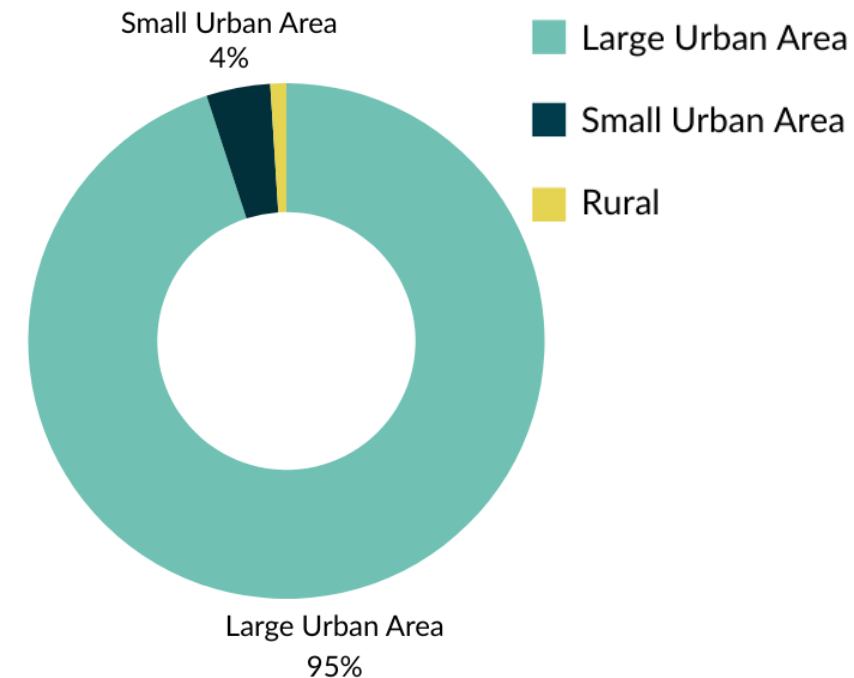
Note: “pedalcyclist” crashes are associated with bicycles and other human-powered conveyances, including tricycles, unicycles, and electric bicycles (e-bikes) that have operable pedals and attain a top speed of 28 miles per hour or less.

➡ “Pedalcyclist” crash data does **not** include scooters, e-moto devices, and other micromobility devices.

Bicyclist Crashes in the MPA (2019 - 2023)



99% of all reported bicycle crashes occur in urbanized areas of the region



Bicyclist Crash Data Statistics (2019 – 2023)

2,471

**TOTAL BICYCLE
CRASHES IN the MPA from
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

73

**TOTAL BICYCLIST
FATALITIES OCCURRED
REGION WIDE from
2019-2023**

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

86%
of All Fatal &
Serious Injuries
Involved
MALES



Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

81% of bicyclists
killed were not wearing
HELMETS.

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023



Source: TxDOT's Crash Records Information System (CRIS) for
MPA region from 2019-2023

Bicyclist Crash Locations (2019 – 2023)

90%
of bicyclist
crashes
occur within



1 MILE
of a school

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

74%
of all bicycle crashes
occurred at
INTERSECTIONS

Source: TxDOT's Crash Records Information System (CRIS)
for MPA region from 2019-2023

Only **1%** of all reported
bicyclist crashes in the region
occur on an existing bicycle
facility at a
non-intersection location.

Over
1/3



**OF BICYCLE CRASHES OCCUR
WITHIN A 2-MILE RADIUS OF A
RAIL STATION**

Source: TxDOT's Crash Records Information System (CRIS) for MPA region from
2019-20123



NCTCOG



NCTCOG

Goals



Eliminate all serious injury and fatal bicyclist crashes across the region by 2050



Address critical bicycle safety needs in priority locations



Enhance safe connections to daily destinations

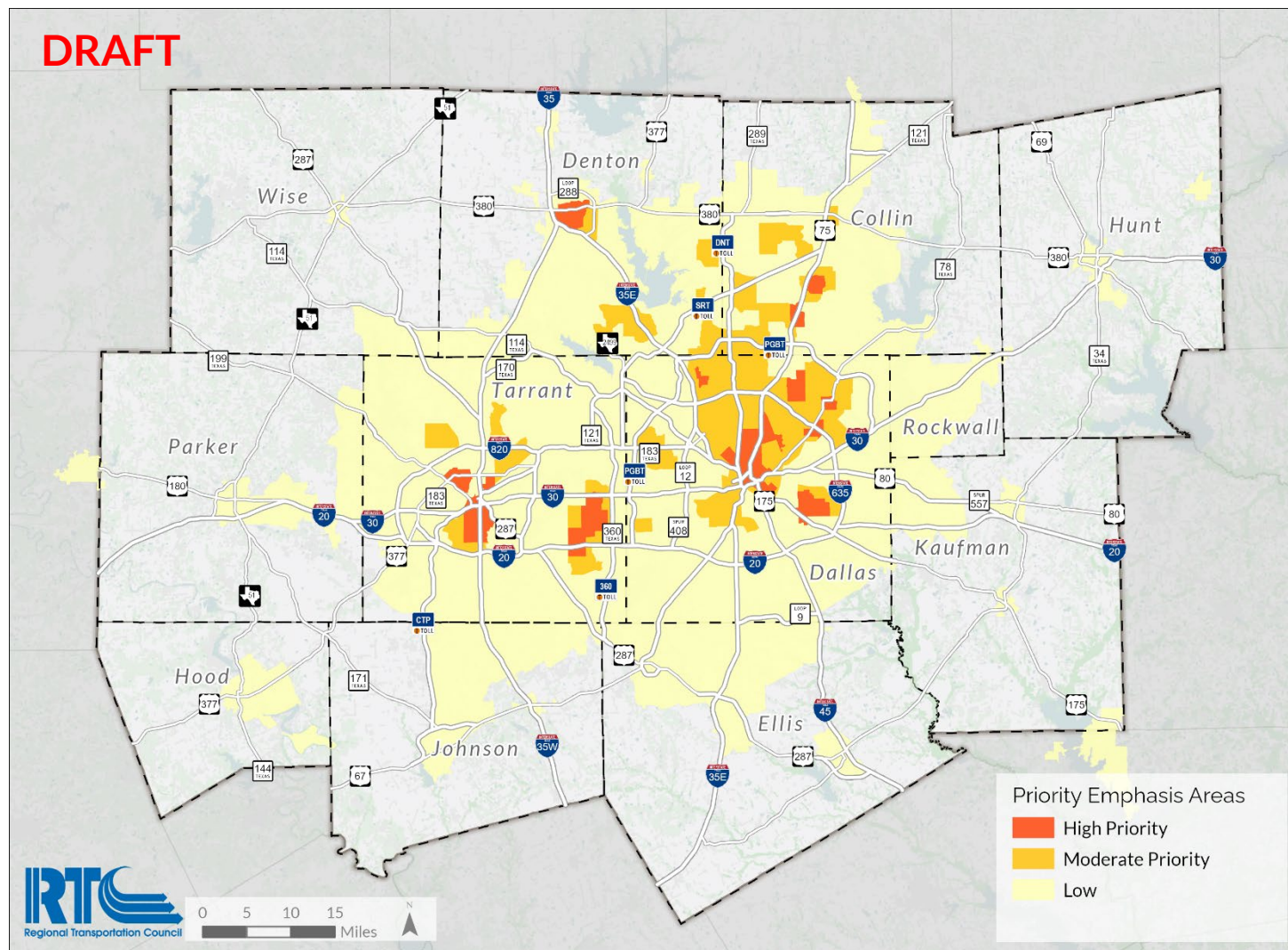


Balance the safety and needs of all roadway users



Develop a culture of safety

Priority Emphasis Areas



Legend

High Priority Emphasis Area

 Average of 6 crashes per square mile

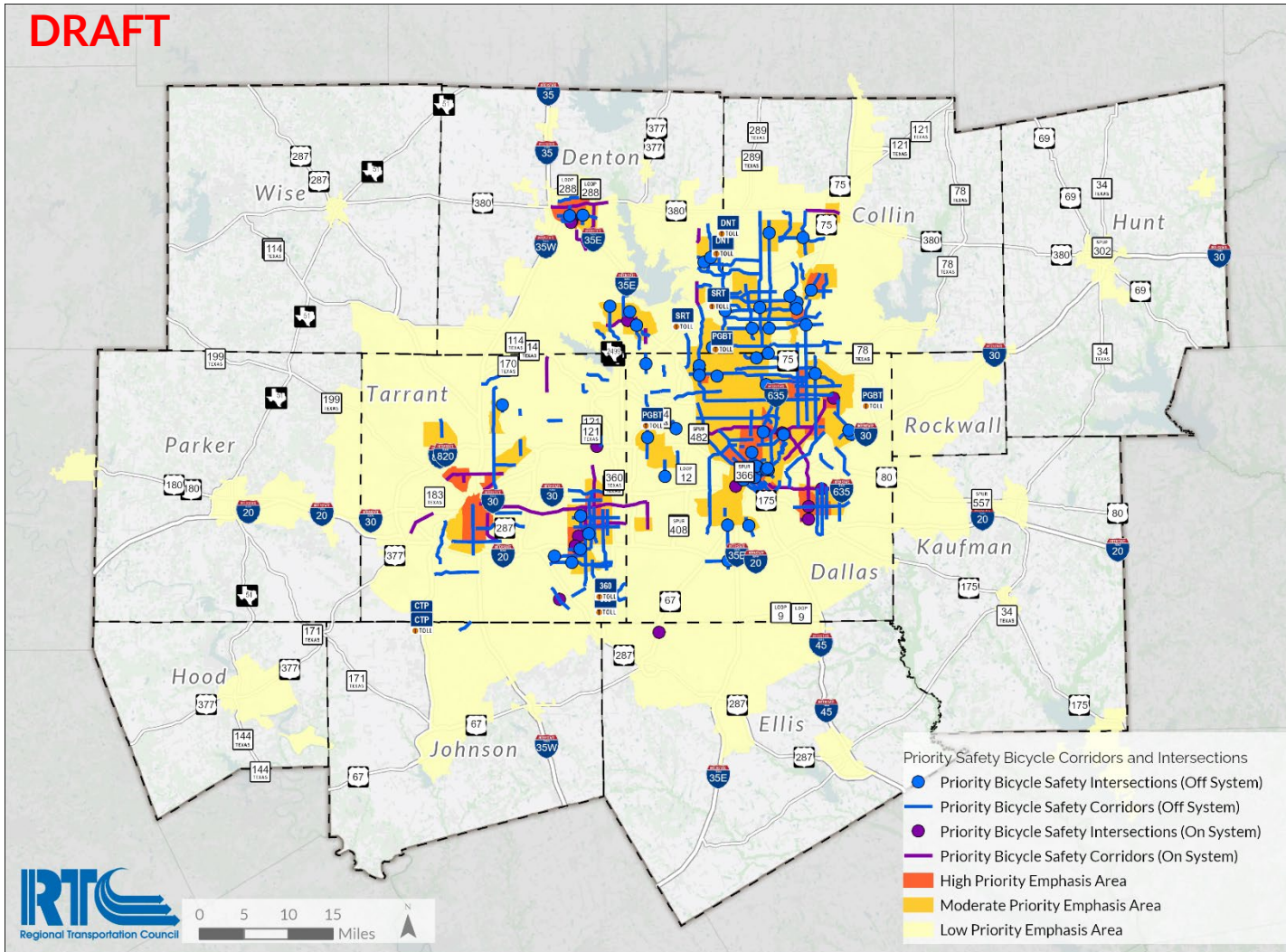
Moderate Priority Emphasis Area

 Average of 2 crashes per square mile

Priority Emphasis Area	% of Urbanized Areas	% of Crashes	Mi. of Planned Bikeways
High	2.6%	21%	315
Moderate	9.0%	34%	810
Total	11.6%	55%	1,125

Priority Bicycle Safety Corridors and Intersections

DRAFT



Located in 37 cities across the region.

Priority Safety Bicycle Corridors and Intersections

- Priority Bicycle Safety Intersections (Off System)
- Priority Bicycle Safety Corridors (Off System)
- Priority Bicycle Safety Intersections (On System)
- Priority Bicycle Safety Corridors (On System)

Priority Emphasis Areas

- High Priority
- Moderate Priority

Type	On-System	Off-System	Total
Corridors	25	162	187
Intersections	14	54	68
Miles	127 mi	667 mi	794 mi

Action Plan for Projects and Programs

Over **thirty action items** consisting of strategies, projects, programs, and policies. Each action item identifies the responsible parties and magnitude of cost.

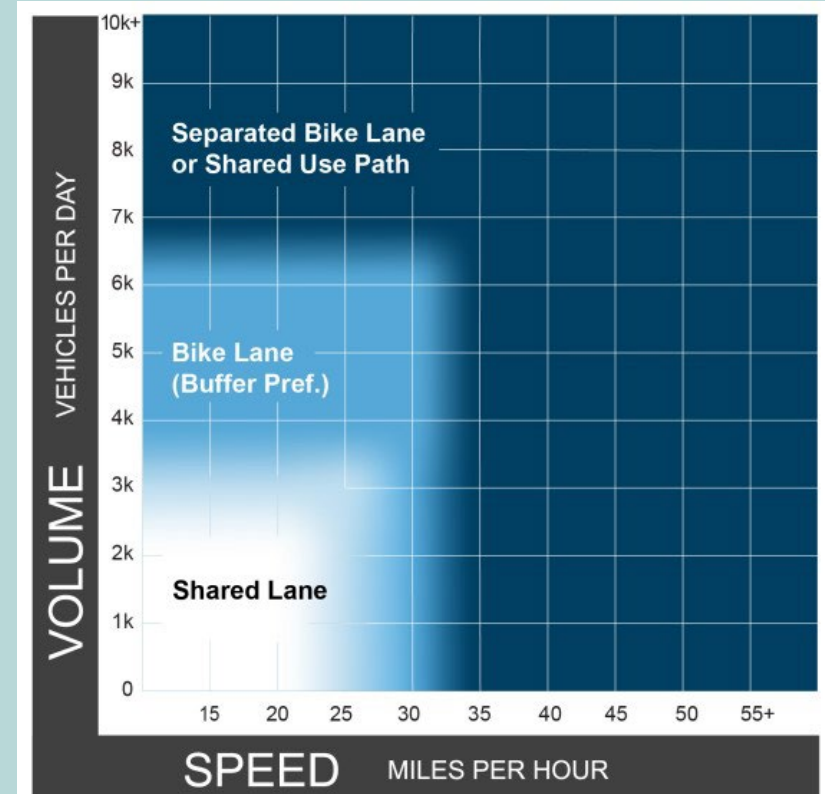
- 🚲 **Engineering:**
Implement safety countermeasures and bicycle facilities in priority areas and corridors identified in the Plan.
- 🚲 **Education:**
Promote a culture of safety and safe roadway behavior for all modes of travel and educate professionals on safe roadway and bicycle facility design.
- 🚲 **Enforcement:**
Prioritize enforcement of traffic laws such as speed limits, distracted driving, operating a motor vehicle while impaired, and compliance with traffic control devices.
- 🚲 **Evaluation:**
Collect data to make data-driven decisions, monitor and report on progress toward achieving adopted safety targets.

Bicyclist Safety on US Roadways: Crash Risks and Countermeasures
Safety Research Report: NTSB/SS-19/01, Adopted November 5, 2019

The National Transportation Safety Board (NTSB) reports that separated bike lanes are associated with fewer crashes, fatalities, and serious injuries.

Recommended Bicycle Facility Selection

Source: Federal Highway Administration, Texas Roadway Design Manual



Action Plan: Education

Examples of LookOut Texans Safety Campaign Messaging for Bicyclists

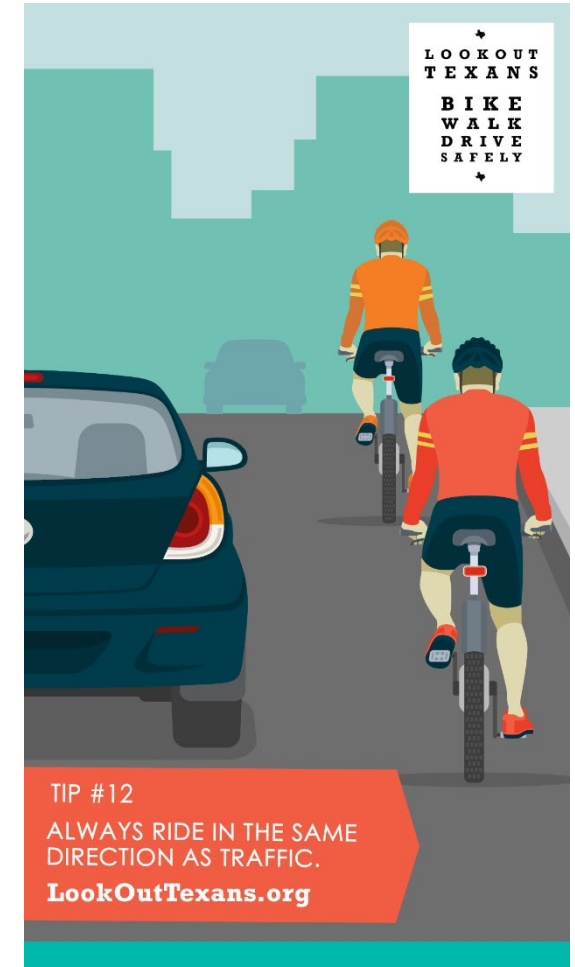
Traffic Laws



Visibility



Operation on the Roadway



Example Action Items

#	Action Item	Action Item Type	Responsible Party	Costs (H/M/L)
O-1	Provide training for transportation design professionals about bicycle facility design best practices and how bicyclists operate on the roadway.	Education	MPO	Low
O-7	Prioritize enforcement of traffic laws such as speed limits, impaired driving, safe driving practices, traffic control device compliance.	Enforcement	Local Governments	Low
O-8	Conduct road safety audits for Priority Bicycle Safety Corridors and Priority Bicycle Safety Intersections.	Engineering	Local Governments, MPO, TxDOT	Low
ST-15	Provide adequate roadway lighting along bikeway corridors, especially at conflict locations such as intersections and driveways.	Engineering	Local Governments, TxDOT	Medium

Schedule

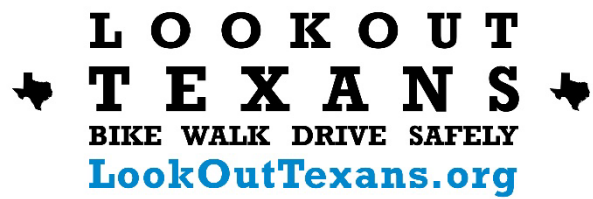
Activity	Date
Bicycle and Pedestrian Advisory Committee Presentation	Feb 19, 2025
Outreach Events	March – May 2025
Stakeholder Committee Meeting	March 27, 2025
Bicycle Safety Survey	April – June 2025
Public Meeting	April 7, 2025
Bicycle and Pedestrian Advisory Committee Presentation	May 21, 2025
Stakeholder Committee Meeting	July 15, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Aug 20, 2025
Bicycle and Pedestrian Advisory Committee Presentation	Nov 19, 2025
Public Meeting	April 13, 2026
Regional Safety Advisory Committee Meeting	April 24, 2026
Draft Plan Posted Online	May 1 – June 26, 2026
Bicycle and Pedestrian Advisory Committee – Information on Draft Plan	May 20, 2026
Surface Transportation Technical Committee – Information on Draft Plan	May 22, 2026
Regional Transportation Council – Information on Draft Plan	Aug 13, 2026
Surface Transportation Technical Committee – Action to Recommend Plan Adoption	Aug 28, 2026
Regional Transportation Council – Action to Adopt Plan	Sept 10, 2026

REQUESTED ACTION:

Regional Bicycle Safety Action Plan

Recommendation for STTC to:

- Adopt the Regional Bicycle Safety Action Plan.
- Direct staff to implement the recommendations of the Regional Bicycle Safety Action Plan as consistent with the programs and policies of the existing Metropolitan Transportation Plan (Mobility 2050) and incorporate the recommendations of the Regional Bicycle Safety Action Plan into future metropolitan transportation plans.



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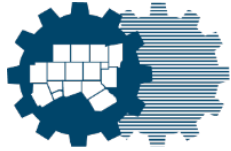


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NCTCOG TRANSPORTATION
DEPARTMENT

Endorsement of Submittal of Grant Application for the Federal Transit Administration for the 2026 Access and Mobility Partnership Grant

Gypsy Gavia, Program Manager

Surface Transportation Technical Committee

8.28.2026



Innovative Coordinated Access and Mobility Pilot Program

- The Federal Transit Administration (FTA) **FY2026 Innovative Coordinated Access and Mobility Pilot Program (ICAM)** has **\$11.96 million available** in competitive grants to support innovative projects for older adults, people with disabilities, and individuals/households with limited financial resources that will **improve the coordination of transportation and non-emergency medical transportation services**.
- To maximize positive impact, the **FTA intends to prioritize regional and statewide coordination efforts** over local-level ones.
- Funds may **only be used for capital expenditures, including mobility management**, not for operating transit services.
- Applications are **due September 9, 2026**.



DFW Transportation and Medical Connections Proposal

Goal: Deploy an interactive software-as-a-service platform with conversational AI to connect older adults and individuals with disabilities to available transportation options, supported by dedicated staff, outreach, and partnerships with healthcare and transportation providers.

Phase I: Development

- Procure and test software to make the regional Get-A-Ride guide interactive.
- Staffing for calls to provide transit options to those who are not comfortable with or do not have access to technology.
- Inventory partners and medical providers to conduct outreach and help connect patients/clients to transportation options

Phase II: Regional Integration

- NCTCOG will initiate and manage initial tasks and work to integrate with providers for easy updates.
- Incorporate transit agencies and various small area providers into the online tool.

The project will coordinate with existing providers to launch in Dallas, Tarrant, Collin, and Denton counties and seek to expand across North Texas.



Addressing Transit Needs in North Texas

Pilot mobility management efforts in Dallas, Tarrant, Collin, and Denton to better connect individuals to transportation resources and if successful, expand region-wide.

Improve the coordination of transportation services and medical transportation services to better serve transit-dependent populations.

Enhance partnership with NCTCOG Area Agency on Aging to strengthen cross-departmental efforts.

Support Access North Texas Goals & Strategies:

- Invest in programs that facilitate transportation trips to medical and healthcare appointments
- Promote access and information about available transportation options
- Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies



REQUESTED ACTION – Endorsement of Submittal of Grant Application for the FTA for the 2026 Access And Mobility Partnership Grant

- STTC approval of:
 - Submission of application for FTA's Access and Mobility Partnership Grant for Innovative Coordinated Access and Mobility Pilot Program not to exceed \$1,250,000 (\$750,000 Federal, \$500,00 RTC Local) to improve access to public transportation by building partnerships among health, transportation and other service providers.
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the program if selected.

STTC Action Item – August 28, 2026



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Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications

Bobby Gomez, AICP

Surface Transportation Technical Committee

August 28, 2026

PROGRAM FUNDING OVERVIEW

Joint Notice of Funding Opportunity (NOFO) - July 27, 2026

Bus and Bus Facilities (5339b)

Provides funding for capital projects to purchase, lease, or rehabilitate transit buses and related equipment; and acquire, construct, lease, or rehabilitate bus-related facilities.

\$21M in funding available

Low or No Emissions (5339c)

Provides funding for purchase or lease of zero-emission and low-emission transit buses, and the acquisition, construction, or leasing of supporting facilities and equipment.

\$589M in funding available



GRANT PROGRAM PRIORITIES

Considerations:

- Projects in Internal Revenue Service Opportunity Zones
- Cost-Effective Vehicle Procurements
- Strengthening the United States Vehicle Manufacturing Industry
- Benefits for Families and Communities

Requirements

- Local Match
- Letters of support



Proposed Projects

Bus & Bus Facilities

Purchase up to 4 **Internal Combustion Engine(ICE) vehicles** to support service growth in **Johnson County**

Purchase **canopies, awnings, or other coverings** to **sustain existing NCTCOG fleets** for small area providers

Bus & Bus Facilities

Purchase up to 2 **Hybrid Electric vehicles** to support service in **Dallas County (Mesquite)**

Purchase **up to 5 electric charging stations** to be installed at upcoming facility in Mesquite and support flexibility and service continuity for **STAR Transit**

Project eligible under both funding programs are directed to apply to both, but will only be awarded under one.

Low or No Emissions



ESTIMATED Project Budget

	Total	Federal	Local (TDCs)
ICE Vehicles	\$650,000	\$650,000	97,500*
Canopies	\$500,000	\$500,000	100,000
Bus & Bus Facilities (1)	\$1,150,000	\$1,150,000	197,500
Hybrid Electric Vehicles	\$230,000	\$230,000	34,500*
Electric Vehicle Chargers	\$120,000	\$120,000	24,000
Bus & Bus Facilities (2) & Low or No Emission	\$350,000	\$350,000	58,500
Total	\$1,500,000	\$1,500,000	256,000

**Cost share for buses is 85 Federal/15 Local; all others are 80 Federal/20 Local*



SCHEDULE

Date	Milestone
July 27, 2026	NOFO Released
→ August 28, 2026	STTC Action
September 10, 2026	RTC Action
September 21, 2026	Application Due
September 24, 2026	Executive Board Endorsement
By December 5, 2026	Award Announcement



REQUESTED ACTION – Approval of 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications

- Recommendation for RTC approval of:
 - 2026 Bus and Bus Facilities and Low or No Emissions Grant Applications as presented
 - If awarded, administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the projects.

STTC Action Item – August 28, 2026



CONTACT



Bobby Gomez, AICP

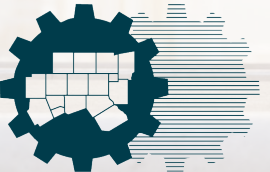
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North Texas AAM Call for Projects

Surface Transportation Technical
Committee
August 28, 2026



NATIONAL & TEXAS ADVANCED AIR MOBILITY PROGRAMS

North Texas' airport readiness efforts are closely tied to two major Advanced Air Mobility initiatives: the Texas eIPP Nexus Program and the Center for Advanced Air Mobility Technologies (CAAT). Together, these efforts help position the region for future eVTOL operations by advancing the infrastructure, planning, and partnerships needed to support implementation at scale.

Texas eIPP Nexus Program

- Federal Pilot program with a Texas statewide initiative led by **TxDOT Aviation** to prepare Texas for electric aircraft and AAM deployment
- NCTCOG is partnered with TxDOT and has positioned North Texas airports for participation
- Regional airports are key to infrastructure planning, charging readiness, and future eVTOL operations

Center for Advanced Air Mobility Technologies (CAAT)

- North Texas initiative focused on advancing AAM implementation through planning, infrastructure, operations, and workforce development
- Regional airports are pivotal to CAAT because they serve as core nodes for future AAM activity
- Improving airport readiness now helps support future demonstrations, deployments, and long-term regional growth



Electric Take off and Landing Vehicles (eVTOLs) and eVTOL Chargers



Source: [gulfnews.com special-reports/evtol-aircraft-will-they-replace-helicopters](https://www.gulfnews.com/special-reports/evtol-aircraft-will-they-replace-helicopters)



Source: Beta Technologies



NORTH TEXAS AAM AIRPORT CHARGING INFRASTRUCTURE CFP

The proposed Call for Action reflects an updated approach to previously approved AAM funding and is intended to better align regional investments with the near-term needs of North Texas airports and broader statewide AAM efforts.

- In **September 2024**, NCTCOG took initial AAM funding to the Regional Transportation Council for approval to support a potential World Cup-related demonstration effort
- The scope has since been revised to focus on the near-term needs of regional airports, particularly charging infrastructure and airport readiness for future eVTOL operations
 - (Scope change approved by RTC on May 14th 2026)
- NCTCOG is partnered with **TxDOT** on the **Texas eIPP Pilot Program**, and this effort helps position regional airports to better align with and support that work
- North Texas airports are also pivotal to the success of the **Center for Advanced Air Mobility Technologies (CAAT)** and will play an important role in supporting future demonstrations, deployments, and long-term AAM growth in the region



FUNDING AVAILABLE - NORTH TEXAS ADVANCED AIR MOBILITY READINESS

(RTC approved May 14, 2026)

Aviation Planning and Education

\$1,000,000 Regional Transportation Council (RTC) local funding

Funding Cap:

Each eligible airport may submit one project proposal for funding under this Call for Projects. Funding is limited to one charger per airport and is subject to the established dollar funding cap. Funding is competitive and not guaranteed.



PROCESS

(RTC approved May 14, 2026)

1. Selection of Project Type

eVTOL Charging Systems

2. Project Description

Provide a brief project description of the project selected and how the airport will prepare for the next generation of aircraft.

3. An estimated project schedule

Provide a schedule for the project with no completion date prescribed.

4. Cost estimate and supporting documentation

Submit a quote with cost.

5. Regional benefit

Demonstrate how the award of this project will provide regional benefit to North Texas.

6. Documentation demonstrating consistency with Airport Layout Plan and/or Airport Master Plan

Upload ALP or Master Plan documents.



ELIGIBILITY

(RTC approved May 14, 2026)

Eligibility	Description
Charging Systems for eVTOL Aircraft	Compatible charging infrastructure for Advanced Air Mobility (AAM). Maximum Award: \$200,000
Public Use Airport	Be a public-use airport located within the 12-county NCTCOG region (Entities located in Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties)
Airport Operator	If an airport operator, be sponsored by a public partner agency (i.e. city, county, state, etc.)
Airport Plans	Demonstrate project need consistent with the Airport Master Plan and/or Airport Layout Plan
Regional Benefit	Projects should align with NCTCOG regional transportation plans, innovation priorities, and demonstrate measurable readiness.



CRITERIA

(RTC approved May 14, 2026)

Criteria	Score
Consistent with Advanced Air Mobility within the Airport Layout Plan and/or the Airport Master Plan	30%
Demonstrated understanding of AAM technologies and infrastructure requirements	40%
Demonstrated potential to attract AAM operators or private investment	5%
Strength of partnerships and implementation timeline	25%
Total Score	100%



SCHEDULE

Date	Action
April 24, 2026	STTC Action ✓
May 14, 2026	RTC Action ✓
May 15, 2026	Open Call for Ideas (45 Days) ✓
June 29, 2026	Close Call for Ideas ✓
July 2026	Public Meeting ✓
August 28, 2026	STTC Action – Recommended Ideas
September 10, 2026	RTC Action – Final Ideas
September 2026	Executive Board
Fall 2026	Execute Interlocal Agreements and Begin Projects



RECOMMENDED PROJECTS

Eastern Subregion

Request: \$292,500

City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds
City of Denton	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects	88	\$92,500
City of Greenville	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects Update	60	\$200,000
Total				\$292,500

Western Subregion

Request: \$185,000

City / Agency	Emphasis Area	Project Title	Total Score	Requested Funds
City of Fort Worth	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects Update	66	\$92,500
City of Granbury	eVTOL Charging System	North Texas Advanced Air Mobility Readiness Call for Projects Update	80	\$92,500
Total				\$185,000

Total Funding Request: \$477,500



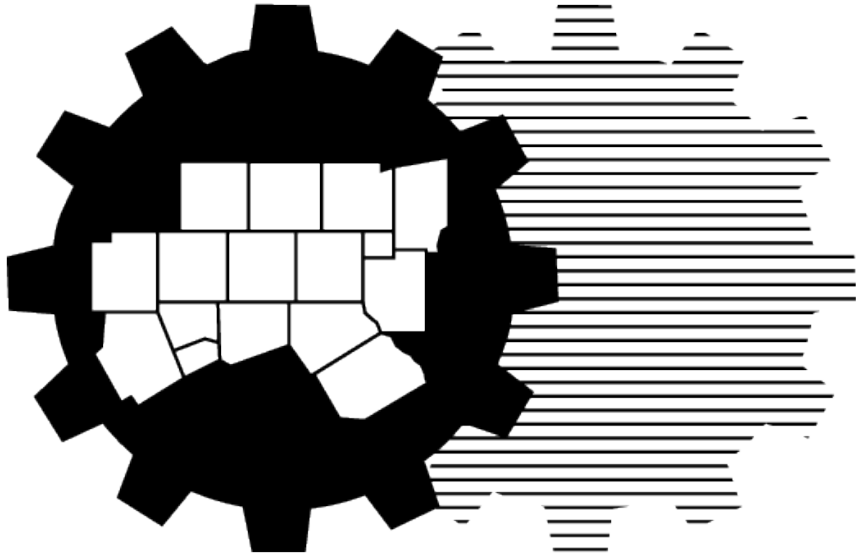
REQUESTED ACTION – ADVANCED AIR MOBILITY AIRPORT CHARGING INFRASTRUCTURE CALL FOR PROJECTS

Surface Transportation Technical Committee's recommendation for Regional Transportation Council (RTC) approval:

- **Recommended Advanced Air Mobility Airport Charging Infrastructure Projects** based on Evaluation and Scoring Results
- Utilizing existing **\$477,500 in Regional Transportation Council local funds**, for eligible projects identified through this process. The remaining RTC approved funding allocation will be used for a future Advanced Air Mobility program.
- Administrative amendments to the Transportation Improvement Program (TIP) / Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this new framework.



CONTACTS



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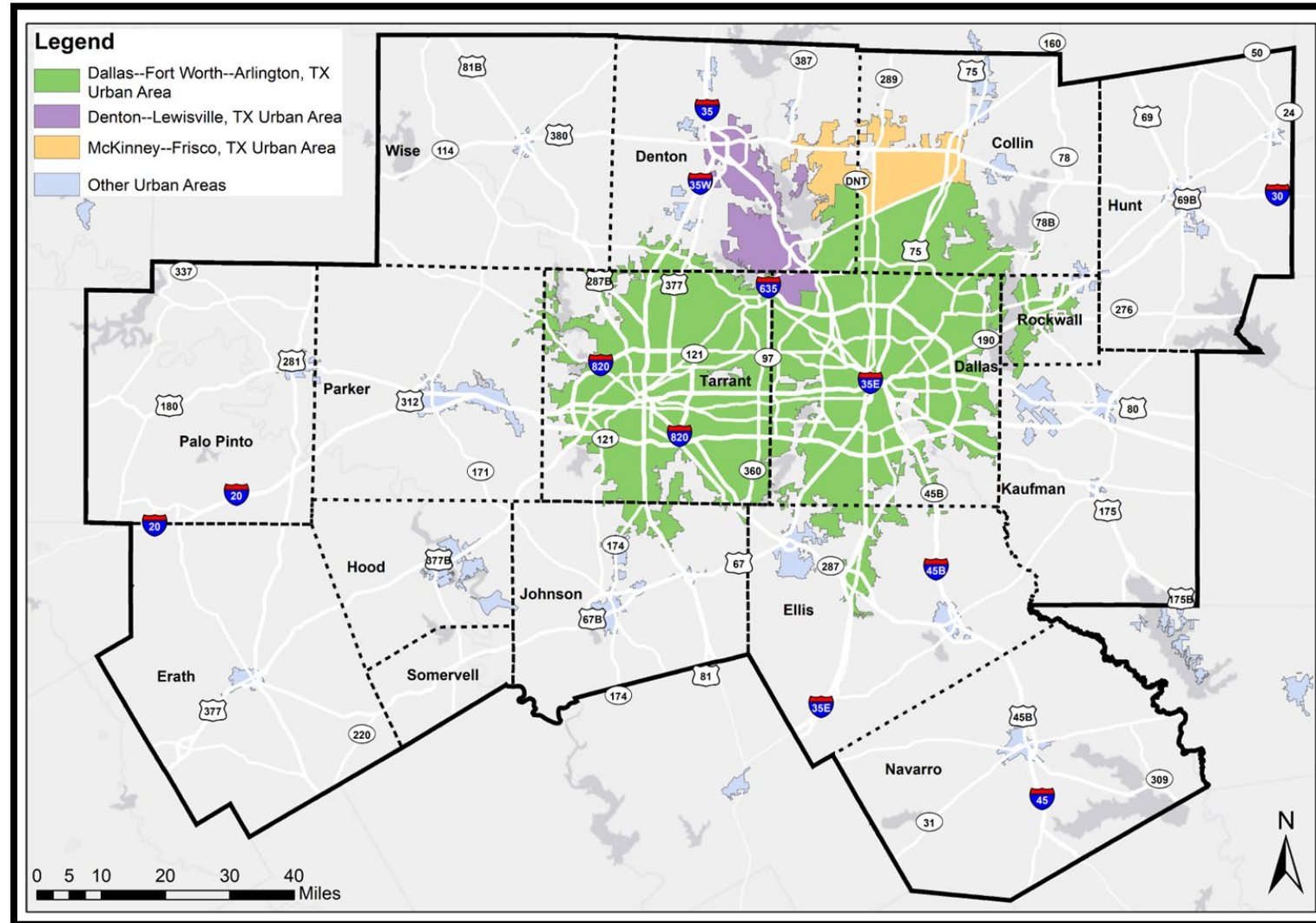
FISCAL YEAR 2026 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE | 8.28.2026

OVERVIEW

- Action Item requesting approval of the Fiscal Year (FY) 2026 Federal Transit Administration (FTA) funding Programs of Projects (POPs)
- POPs allocate funding for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas (UZAs) to public transit providers in the region, including:
 - Transit Authorities (Dallas Area Rapid Transit, Trinity Metro, Denton County Transportation Authority)
 - Cities that are recipients of FTA funds (Arlington, Grand Prairie, McKinney, Mesquite)
 - Small transit providers (e.g., Northeast Transportation Services, Span, Inc., STAR Transit)

2020 CENSUS URBANIZED AREAS & URBAN CLUSTERS



FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

	PROGRAM	PURPOSE	PROJECT TYPES
5307	Urbanized Area Formula	Serve general public including low-income workers	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase vehicles and/or maintain bus services	Capital

PROPOSED FEDERAL FUNDS

- Public transportation providers in the region are proposed to receive \$220.8 million in FY 2026 FTA formula funds, as well as \$988,000 in remaining FY 2025 funds and \$464,000 in remaining FY 2024 funds
- Additional \$3 million in FY 2026, \$5.5 million in FY 2025, and \$2.2 million in FY 2024 funds will be programmed in future cycles
- 4,330,648 in Transportation Development Credits (TDCs) are proposed to be awarded; TDCs are used in lieu of the local cash match requirement and do not increase funding for a project
- Note: A small proportion of federal funds and TDCs that were awarded during development of the 2027 – 2030 Transportation Improvement Program (TIP) are included in these totals

CURRENT AWARD CYCLE FUNDING SUMMARY

\$ in Millions

FTA Funds by <u>Agency Type</u>	\$222.3M
Transit Authorities (DART, Trinity Metro, and Denton County Transportation Authority)	\$194.0M
All Others	\$28.3M

FTA Funds by <u>Project Type</u>	\$222.3M
Capital (vehicles, equipment, preventive maintenance, etc.)	\$212.6M
Operations	\$9.0M
Planning	\$0.73M

FY 2027 FEDERAL FUNDS

- A relatively small amount of FY 2027 formula funding is proposed to be awarded separately through the 4th Quarter 2026 TIP modification process
- Expedites funding availability for small providers
 - Project inclusion in the TIP enables pre-award authority, which allows providers to incur reimbursable costs sooner

Funding Program	\$ in Millions
5307 Urbanized Area Formula Program	\$6.7M
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	\$2.3M

- The balance of FY 2027 funds will be awarded once federal apportionments are released

DALLAS STREETCAR FORMULA FUNDING

- During development of the last POP, Dallas requested quantification of Streetcar's contribution to the 5337 State of Good Repair formula funding that comes to the UZA
- Dallas Streetcar's contribution to 5307 Urbanized Area Formula Program has been calculated as well

Funding Program	Annual Funding Impact
5337 State of Good Repair	\$381,000
5307 Urbanized Area Formula Program	\$306,000

- 5337 and 5307 are eligible only for capital projects, such as preventive maintenance or vehicle replacements; cannot be used for operating
- Dallas may request future capital projects for the streetcar, based on need

REQUESTED ACTION – FY 2026 PUBLIC TRANSPORTATION FUNDING PROGRAMS OF PROJECTS

- Recommend RTC approval of:
 - The proposed funding for the FY 2026 Programs of Projects for 5307, 5310, 5337, and 5339
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate this funding on these projects

STTC Action Item – August 28, 2026

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North Central Texas Council
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Regional Rail Crossing Inventory

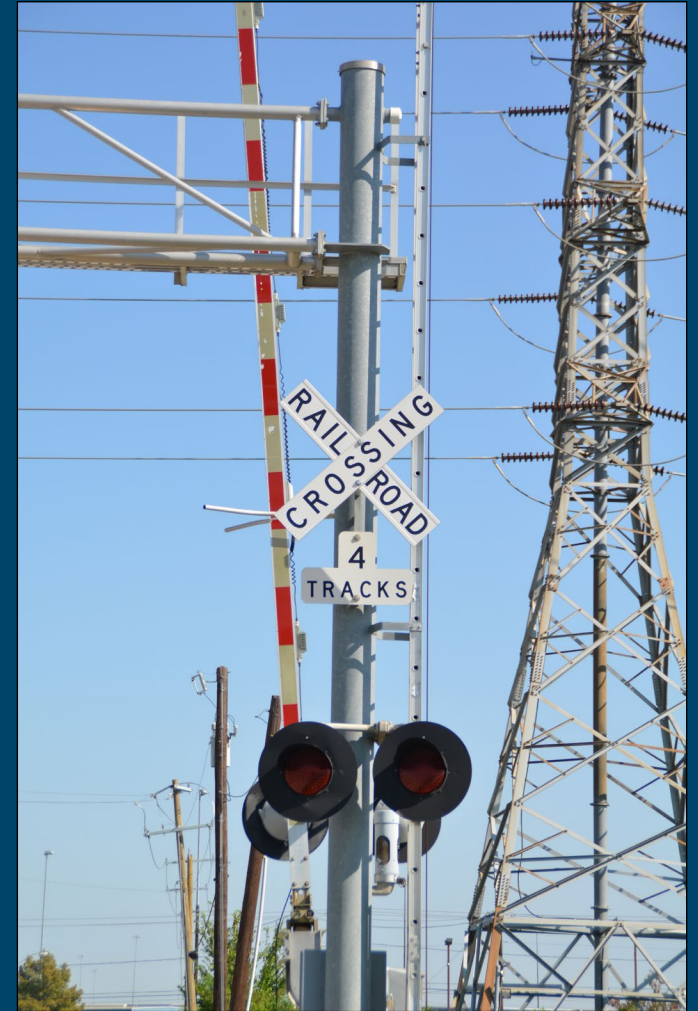
Surface Transportation Technical Committee

August 28, 2026

Savannah Briscoe, Transportation Planner III

Railroad Crossing Inventory Background

- At-grade rail crossings are a major concern across the region and NCTCOG continues to recognize rail safety as a crucial issue needing to be addressed within our region.
- Staff have completed two full analyses; the city of Fort Worth was completed in 2023, and the city of Dallas was completed in August 2025.
- Staff will continue completing analysis to help understand and prioritize rail crossings for potential improvements.
- The goal of all current and future analysis is to improve safety and reduce congestion at railroad crossings across our region.



Courtesy of NCTCOG



Rail Crossing Analysis

The Process

- 1) Identify all public at-grade crossings in the city or county of analysis
- 2) Build a database with quantitative and qualitative information about each crossing
- 3) Conduct site visits
- 4) Complete database with field verification for qualitative information
- 5) Develop formulas to prioritize crossings
- 6) Identify priority rail crossings for recommended improvements



Courtesy of NCTCOG



Building the Database

Quantitative information included in the database (from FRA)

- Number of vehicles a day: Average Annual Daily Traffic (AADT).
- Trains per day: Number of trains that pass through the crossing each day.
- Train speed: Speed of the train when it passes through the crossing.
- Crossing incidents: Number of accidents at the crossing from 2015 to 2025 (10 years).



Courtesy of NCTCOG



Building the Database

Qualitative information included in the database (from FRA and will need to be verified via site visits)

- Active Warning Devices: Includes gates and lights that activate when a train approaches the crossing.
- Static Warning Devices: Includes pavement marking and standard signage such as crossbucks.
- Supplemental Safety Measures: Includes medians, supplemental signage, etc.
- Observed Conditions: Includes geometry issues and number of roadway lanes, etc.

Rail Crossing Evaluation Form		
Date	Railroad	
Crossing DOT #	Road	
Crossing Information		
Quiet Zone	Pavement Markings	Signals
Advanced Warnings	Crossbucks	Active Warning Devices
Near By Signals		
Number of Lanes	Number of Tracks	
Median and Other SSMS	Geometry Issues	
Nearby Driveways	Clearance (Grade Seeps only)	
Other Observed Issues	Additional Notes	

Courtesy of NCTCOG



Regional Rail Crossing Inventory Database

Counties in the database:

- Dallas
- Tarrant
- Denton
- Collin
- Johnson
- Ellis
- Hunt
- Hood
- Kaufman
- Parker
- Rockwall
- Wise

Regional Rail Crossing Inventory Database												
County	City	Street	US DOT Number	Railroad	Subdivision	Speed	Train Count	Incident after 2015	Fatality after 2015	AADT	QZ	Pavement Markings
Collin	Wylie	Spring Creek Pkwy	022364L	CPKC	Greenville	59	11	0	0	2385	24 Hour	No
Collin	Wylie	Westgate Way	330967H	CPKC	Alliance	35	2	0	0	4383	24 Hour	Yes
Collin	Wylie	Springwe II Pkwy	331279Y	CPKC	Alliance	35	2	1	0	11286	24 Hour	Yes
Collin	Wylie	Country Club Road	789648L	CPKC	Alliance	35	2	0	0	6468	24 Hour	Yes
Collin	Wylie	Oak Street	789650M	CPKC	Greenville	59	4	0	0	1420	24 Hour	No
Collin	Wylie	W Marble Street	789651U	CPKC	Greenville	59	4	0	0	872	24 Hour	No

Courtesy of NCTCOG

Total of 1543 public at-grade crossings within the 12 counties



Priority Methodology

How Crossings will be Prioritized

Formulas scored each crossing on quantitative factors and classified crossings into priority levels

- **High Priority:** High traffic volumes and incidents
- **Medium Priority:** Mixed conditions
- **Low Priority:** Lower traffic volumes and incidents

Freight Rail vs. Passenger Rail Separation

Freight rail and passenger rail will be separated due to operational differences

U. S. DOT CROSSING INVENTORY FORM
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory form. For private highway-rail grade crossings, complete the Header, Parts I and IV, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For private pathway grade crossings, complete the Header, Part I, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I items 20 and Part III items 7 & 8 are required unless otherwise noted. An asterisk * denotes an optional field.

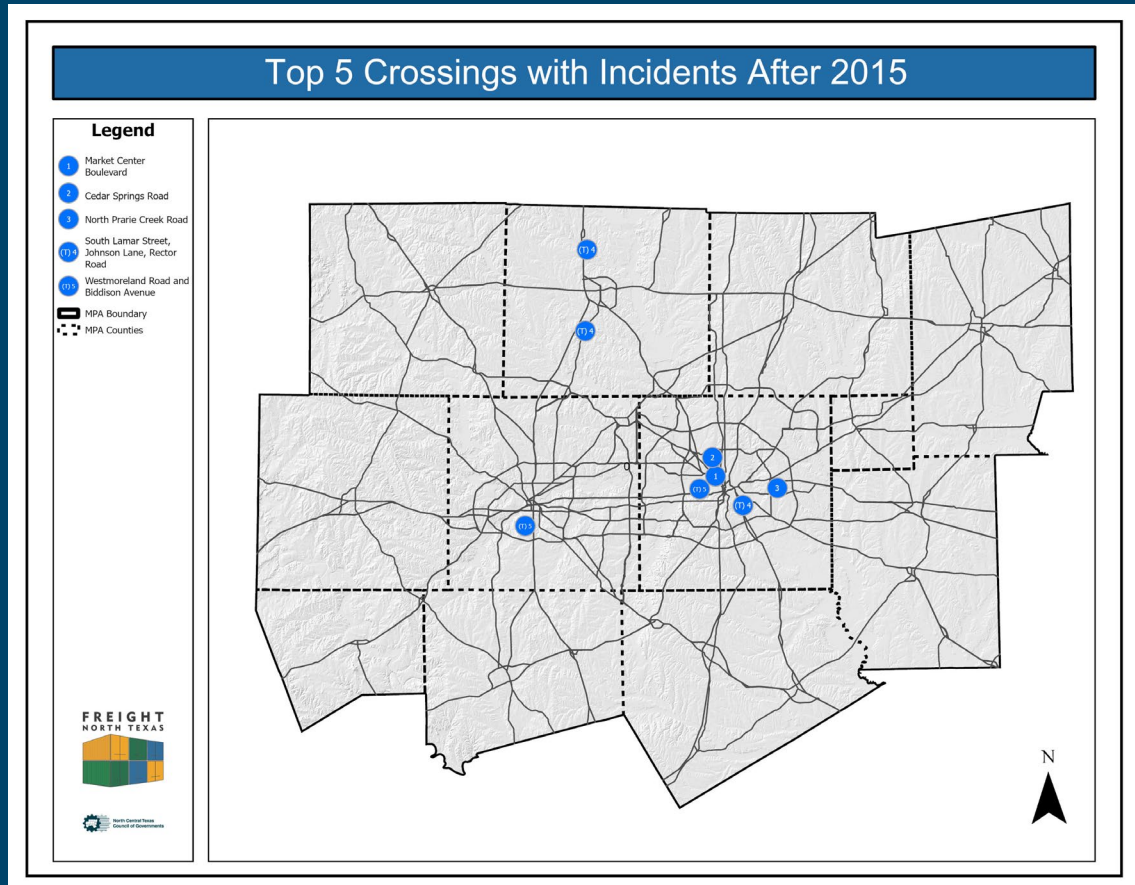
A. Revision Date (MM/DD/YYYY) 10 / 14 / 2022		B. Reporting Agency ☐ Railroad ☐ Transit ☒ State ☐ Other		C. Reason for Update (Select only one) ☒ Change in Data ☐ New Crossing ☐ Closed ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR		D. DOT Crossing Inventory Number 9711915	
Part I: Location and Classification Information							
1. Primary Operating Railroad Dallas Area Rapid Transit (DART)		2. State TEXAS		3. County DALLAS		4. City / Municipality In DALLAS	
5. Street/Road Name & Block Number SCOTT LAMAR STREET Near DALLAS (Street/Road Name) * (Block Number)		6. Highway Type & No. ST 0000		7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR		8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR	
9. Railroad Division or Region None TEXAS		10. Railroad Subdivision or District None DART		11. Branch or Line Name None RED-BLUE		12. RR Milepost 0136.00 (prefix) (non-neg) (suffix)	
13. Line Segment OC 1		14. Nearest RR Timetable Station N/A		15. Parent RR (if applicable) N/A DART		16. Crossing Owner (if applicable) DART	
17. Crossing Type ☒ Public ☐ Private		18. Crossing Purpose ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.		19. Crossing Position ☒ At Grade ☐ RR Under ☐ RR Over		20. Public Access (if Private Crossing) ☐ Yes ☒ No	
21. Type of Land Use ☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard		22. Average Passenger Train Count Per Day Less Than One Per Day ☒ Number Per Day 150		23. Type of Train ☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Tourist/Other		24. Quiet Zone (FRA provided) ☐ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused ☐ Date Established	
25. HSR Corridor ID N/A		26. Latitude in decimal degrees (WGS84 std: -nn.nnnnnn) 32.772656		27. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnn) -96.802352		28. Lat/Long Source ☒ Actual ☐ Estimated	
29. Railroad Use *		30. Railroad Use *		31. Railroad Use *		32. Railroad Use *	
33. Narrative (Railroad Use) *		34. Narrative (State Use) *		35. Emergency Notification Telephone No. (posted) 214-928-6000		36. Railroad Contact (Telephone No.) 214-928-6000	
37. State Contact (Telephone No.) 512-416-2684		38. State Contact (Telephone No.) 512-416-2684		39. State Contact (Telephone No.) 512-416-2684		40. State Contact (Telephone No.) 512-416-2684	
Part II: Railroad Information							
1. Estimated Number of Daily Train Movements		1.A. Total Day Thru Trains (6 AM to 6 PM) 80		1.B. Total Night Thru Trains (6 PM to 6 AM) 70		1.C. Total Switching Trains 0	
1.D. Total Transit Trains 150		1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?		2. Year of Train Count Data (YYYY) 2016		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 10 to 25	
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0		5. Train Detection (Main Track only) ☐ Constant Warning Time ☐ Motion Detection ☐ IAPC ☒ PTC ☐ DC ☐ Other ☐ None		6. Is Track Signaled? ☒ Yes ☐ No		7.A. Event Recorder ☒ Yes ☐ No	
7.B. Remote Health Monitoring ☒ Yes ☐ No		7.C. Event Recorder ☒ Yes ☐ No		7.D. Event Recorder ☒ Yes ☐ No		7.E. Event Recorder ☒ Yes ☐ No	

FORM FRA F 6180.71 (Rev. 3/15) OMB approval expires 01/31/2026 Page 1 OF 2

Courtesy of FRA



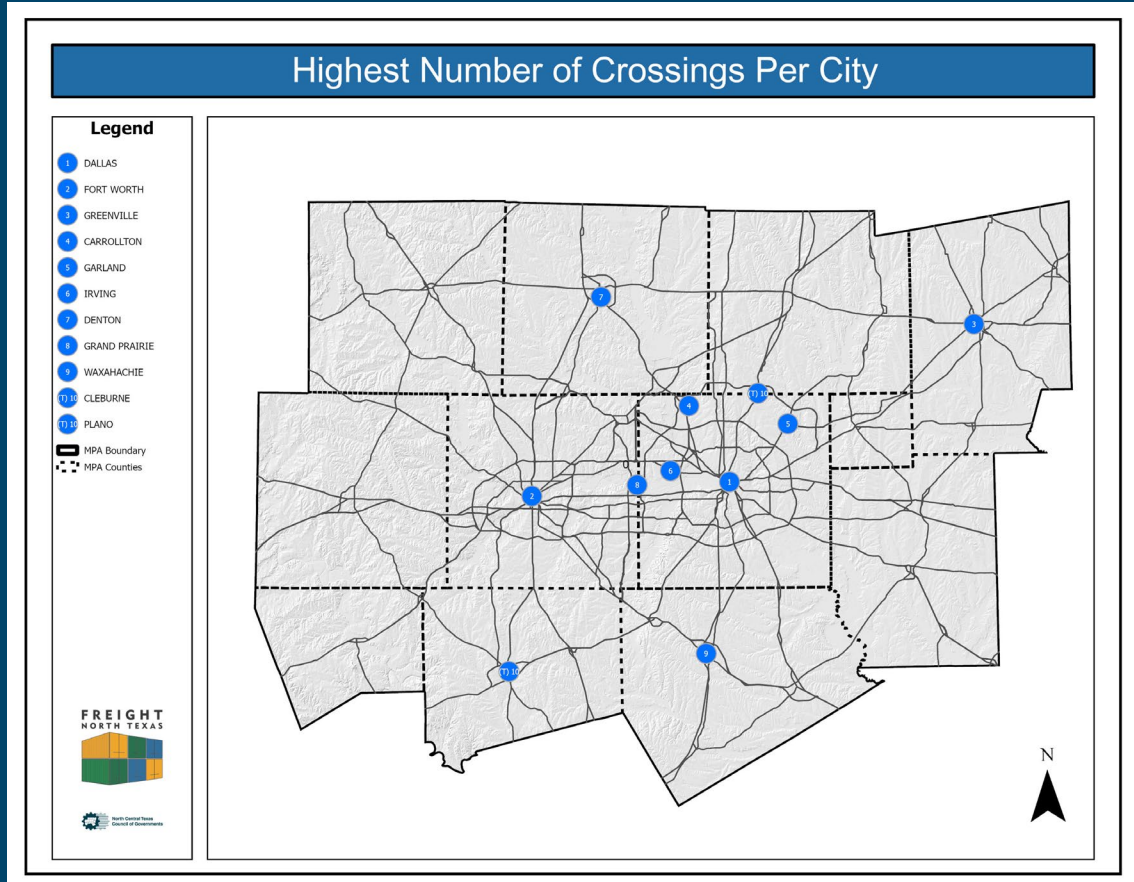
Top 5 Crossings with Incidents After 2015



Street Name	City	Incident Count	Railroad
1. Market Center Boulevard	Dallas	9	TRE
2. Cedar Springs Road	Dallas	8	DGNO
3. North Prairie Creek Road	Dallas	7	UP
(T) 4. South Lamar Street	Dallas	5	UP
(T) 4. Johnson Lane	Denton	5	UP
(T) 4. Rector Road	Sanger	5	BNSF
(T) 5. Westmoreland Road	Dallas	4	UP
(T) 5. Biddison Avenue	Fort Worth	4	BNSF



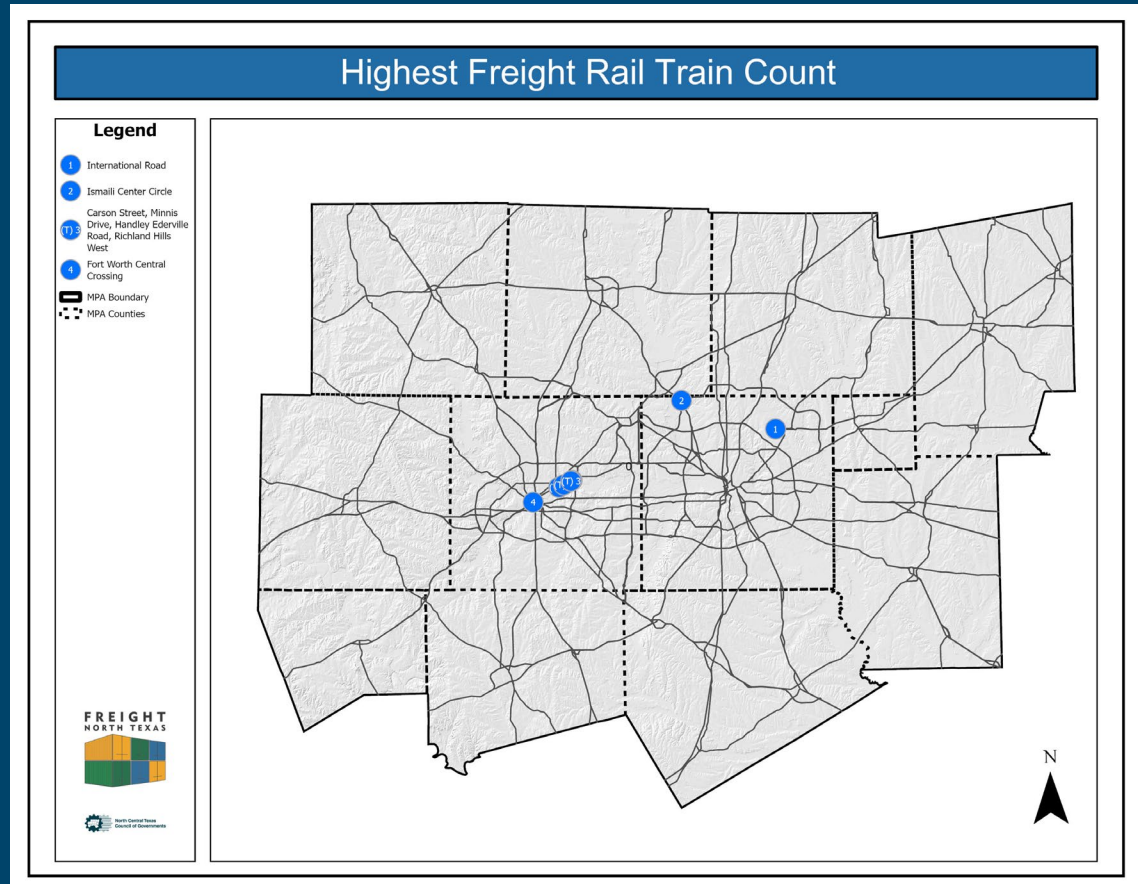
Highest Number of Crossings Per City



City	Crossing Count
1. Dallas	231
2. Fort Worth	177
3. Greenville	57
4. Carrollton	56
5. Garland	46
6. Irving	43
7. Denton	41
8. Grand Prairie	40
9. Waxahachie	32
(T) 10. Cleburne	30
(T) 10. Plano	30



Highest Freight Rail Train Count



City	Street Name	Train Count	Railroad
1. Garland	International	300	DGNO
2. Carrollton	Ismaili Center Circle	228	DGNO
(T) 3. Haltom City	Carson Street	149	TRE
(T) 3. Haltom City	Minnis Drive	149	TRE
(T) 3. Richland Hills	Handley Ederville Road	149	TRE
(T) 3. Richland Hills	Richland Hills West	149	TRE
4. Fort Worth	Fort Worth Central Crossing	148	TRE



Next Steps and Regional Expansion

Ongoing Priorities:

- Continue analysis for other cities/counties within the NCTCOG region
- Coordinate with cities, counties, TxDOT, and railroads on improvements
- Coordinate with cities and counties on the Regional Rail Crossing Inventory Database
- Monitor implementation of recommended safety measures
- Support targeted crossing improvements based on priority rankings
- Assist in discussions to reduce blocked crossings using gap analysis
- Maintain focus on safety, efficiency, and reliability improvements



Courtesy of NCTCOG



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North Central Texas
Council of Governments

Integrated Transportation and Stormwater Infrastructure (TSI) Study: Progress Update & Initial Recommendations

Surface Transportation Technical Committee (STTC) Information Item – August 28, 2026

Susan Alvarez, P.E., CFM – Director, Environment & Development

Jeffrey C. Neal, PTP – Senior Projects Manager, Transportation



Funded by the Texas General Land Office,
Community Development Block Grant,
Disaster Recovery Program.



Also Funded by the Texas Water Development Board
and Texas Department of Transportation.



Historic events led to improvements in flood control infrastructure during the last century. New needs are developing in this century...



Fort Worth, May 1949

Rhome, May 2015

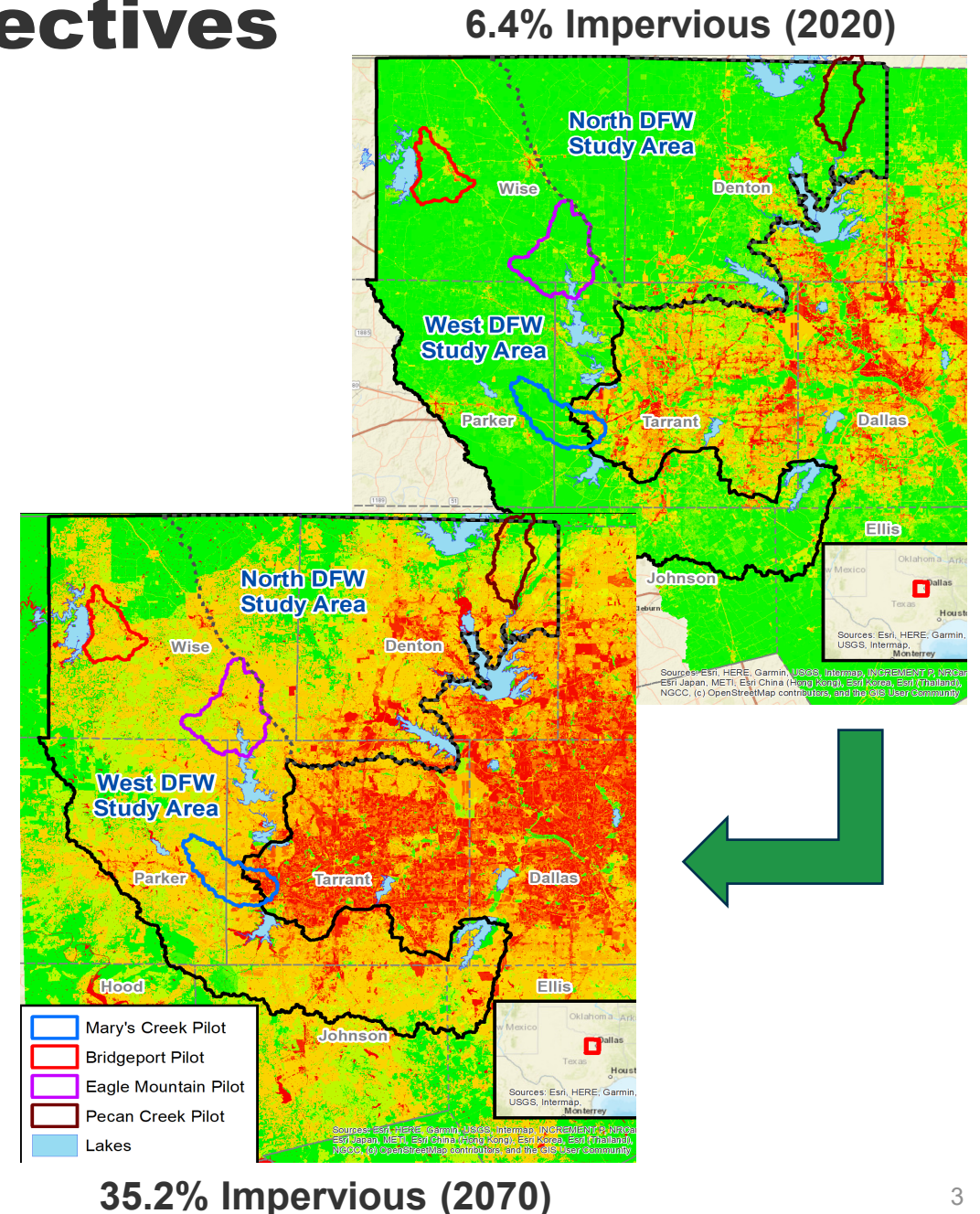
Courtesy: Tarrant Regional Water District (TRWD)

TSI Study Objectives

\$10+ million comprehensive planning study

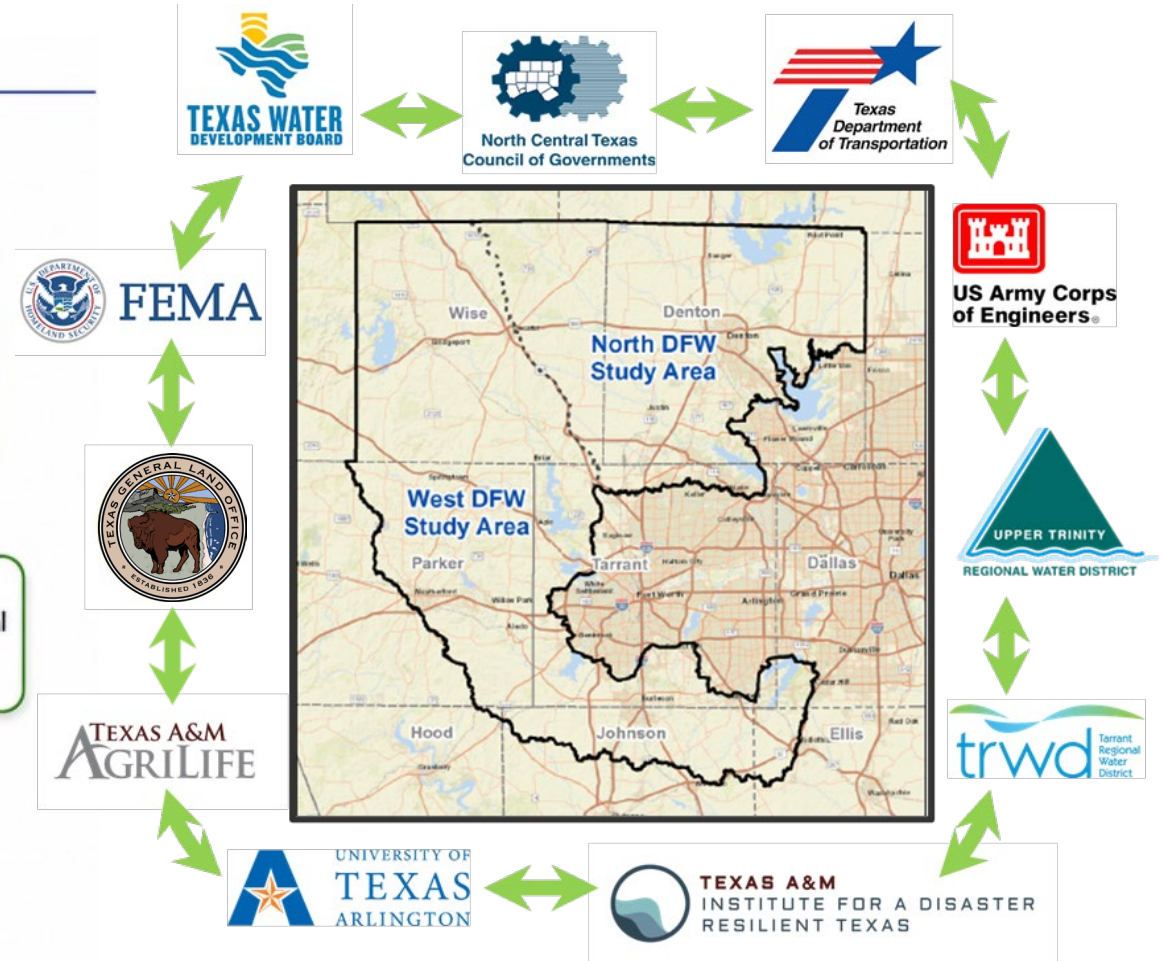
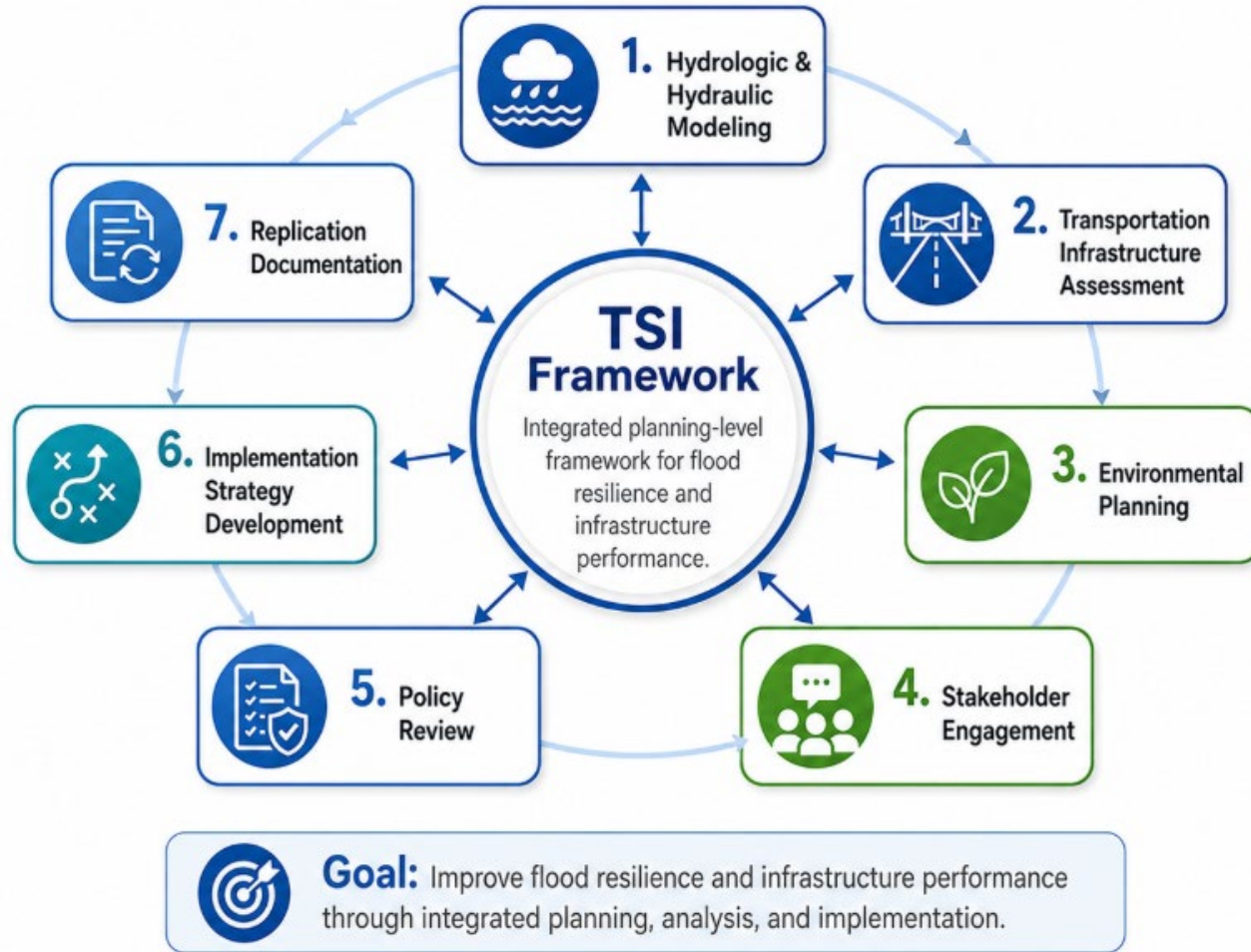
- Proactive planning
- Stormwater, environmental, and transportation infrastructure integration
- Safety of residents, property, and infrastructure
- State-of-the-art flood hazard area models
- Flood warning system framework
- Innovative infrastructure, nature-based solutions, and regulatory approach resources
- Tools, literature, and data

Expected completion: Fall 2026



TSI Overview & Study Partners

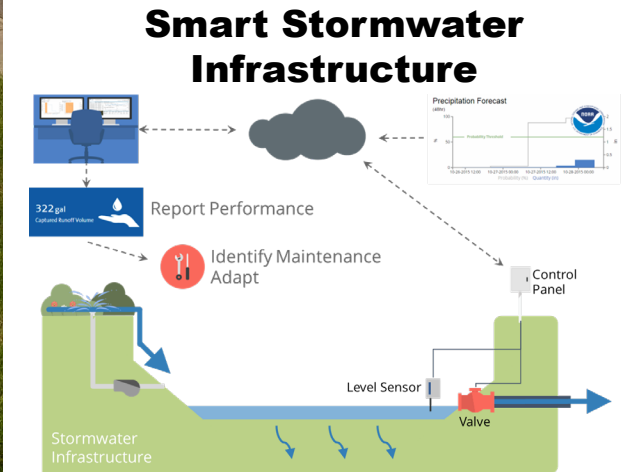
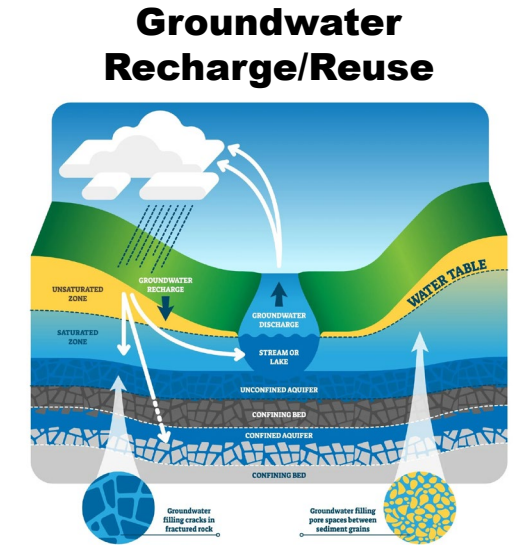
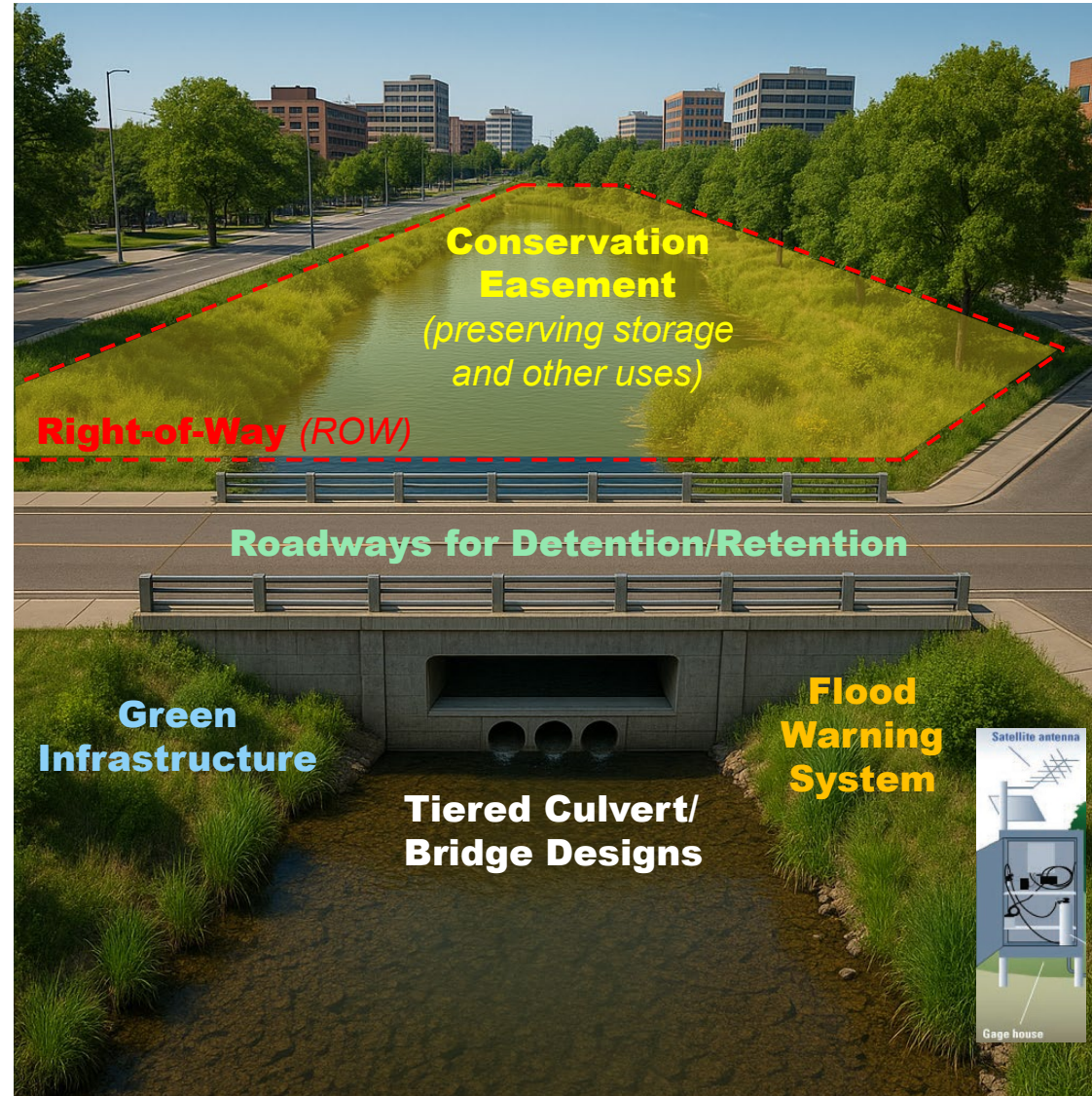
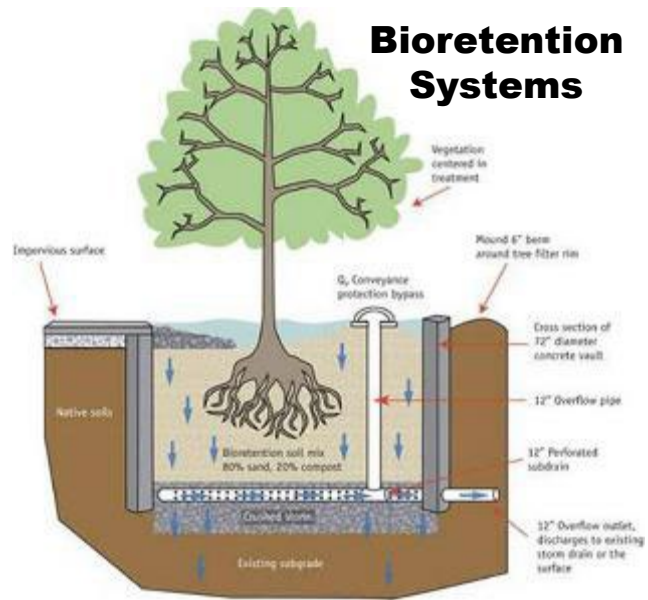
TSI Framework



Consultant Partners:

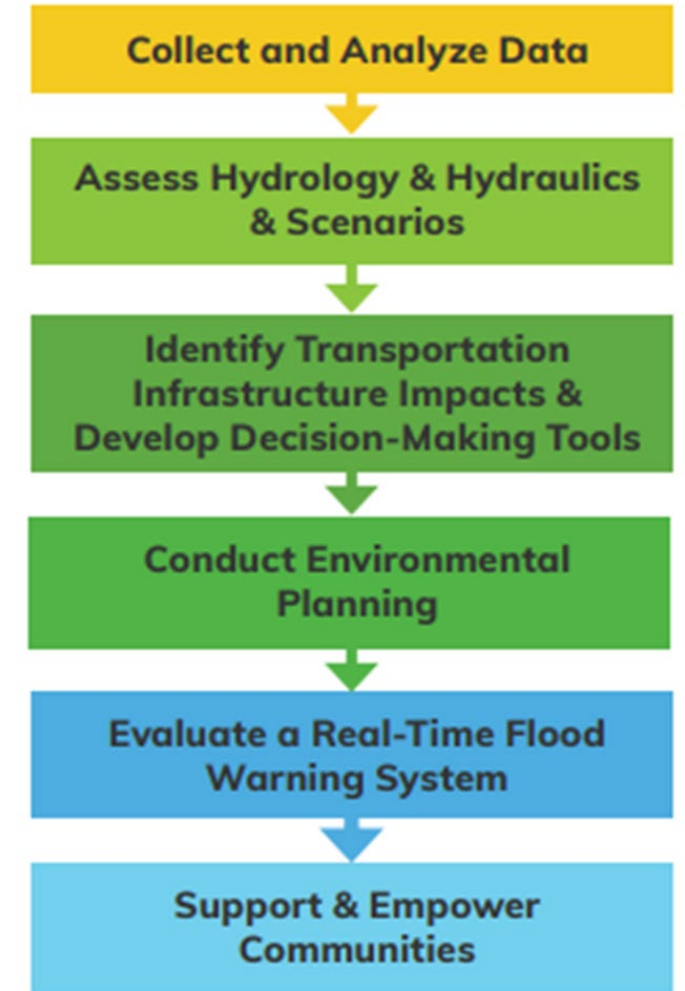
- Freese and Nichols, Inc.
- Halff Associates, Inc.
- Highland Economics

TSI Integration – Menu of Options to Address Flooding



Menu of Options – Categories

- Hydrology and Hydraulic (H&H) Modeling Enhancements
- Flood Control and Green Stormwater Infrastructure (GSI)/Nature-Based Solutions (NBS) Prioritization
- Alternatives Analysis
 - Optimization Process
 - Detailed Projects
 - No Action Evaluation
- Flood Early Warning Systems (FEWS) Planning
- Funding Opportunities
- Policy Recommendations



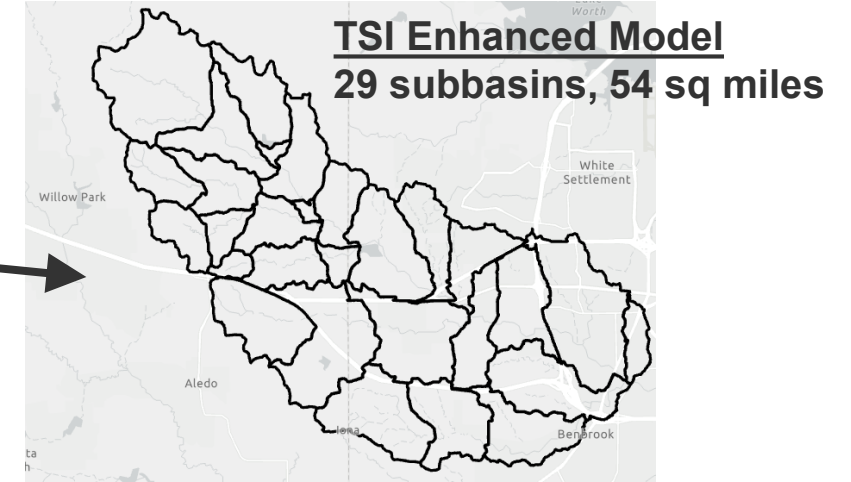
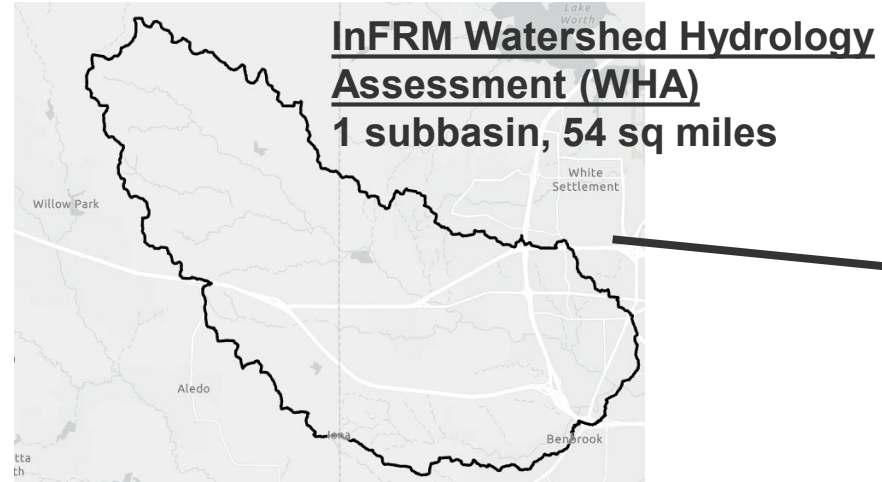
Menu of Options: **H&H Model Enhancements**

Available H&H datasets are being leveraged and enhanced

Hydrology

Enhancements:

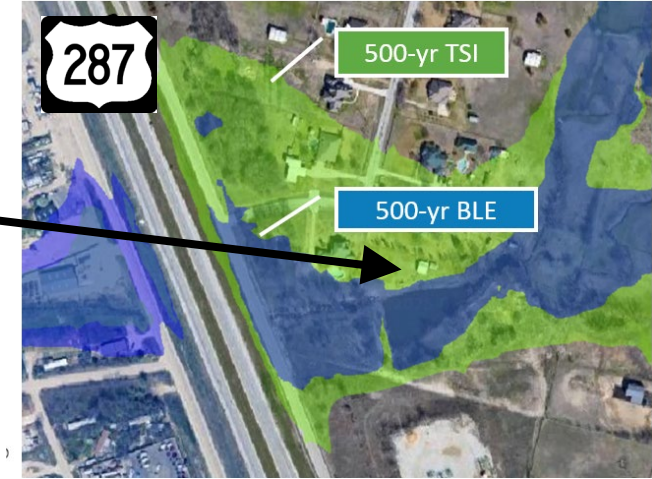
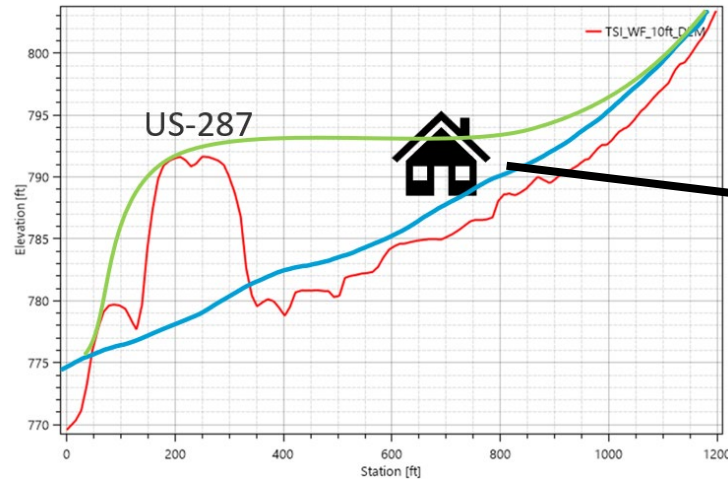
- Additional subbasins
- Future land use (2070)
- Future valley storage



Hydraulic

Enhancements:

- Adding TxDOT bridges
- Future discharges
- Other enhancements



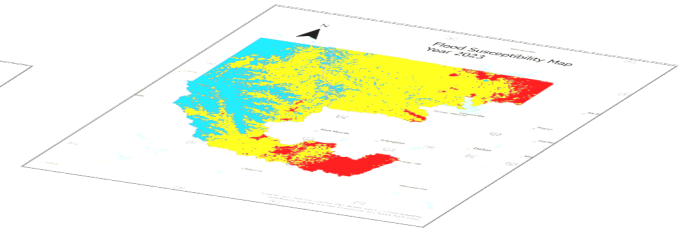
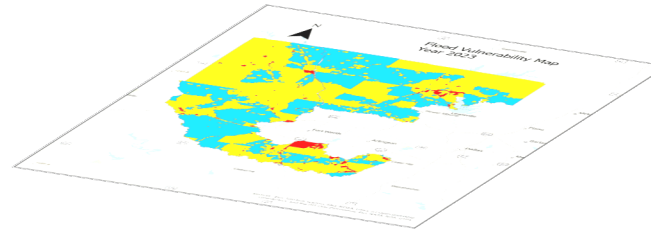
Menu of Options: Flood Control & GSI/NBS Prioritization

- Includes four condition factor categories (social, environmental, institutional, and transportation)
- Aids development of a GSI/NBS suitability index for flood mitigation:
 - Which areas should be prioritized for GSI/NBS to reduce regional flood risk?
 - How can GSI/NBS be designed/modelled to achieve a target performance?
 - What is the efficiency of applying GSI/NBS at a watershed or community scale?

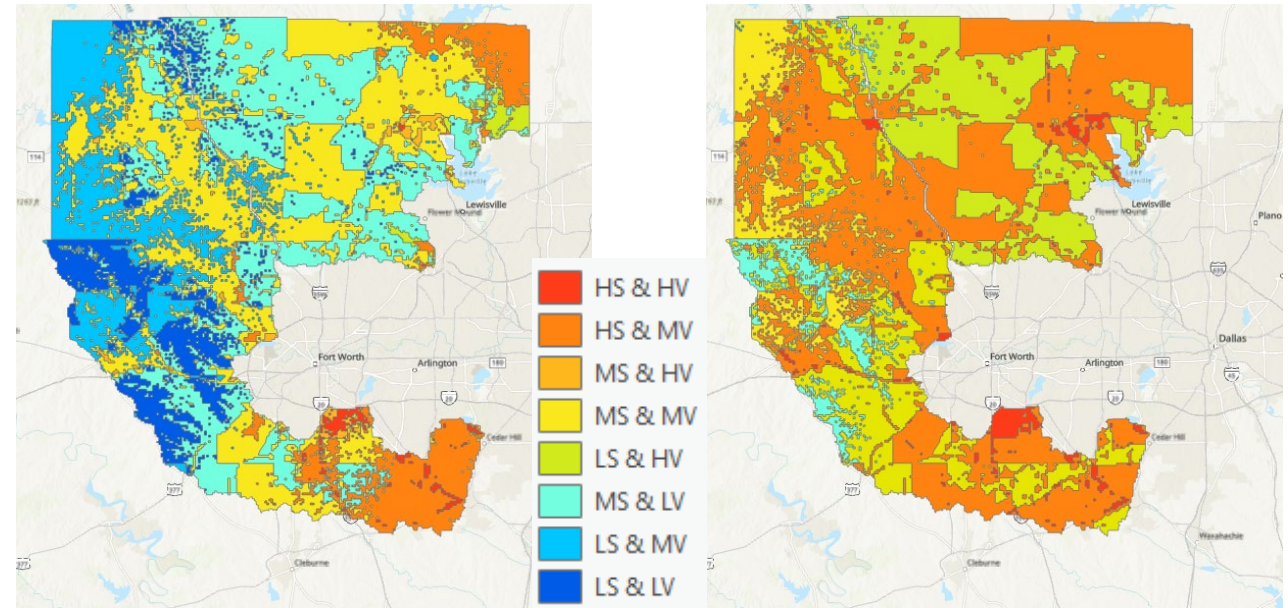
Flood Vulnerability Map



Flood Susceptibility Map



Flood Control Prioritization Map

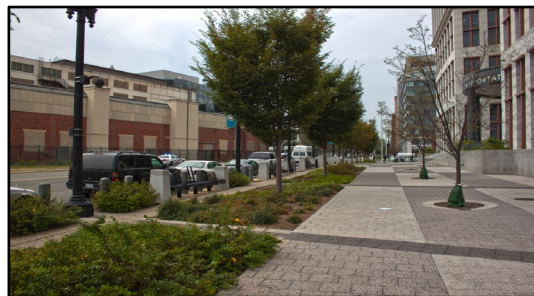


2023

2045



Bioswales



Permeable Surfaces

Menu of Options: Alternative Analysis – Optimization

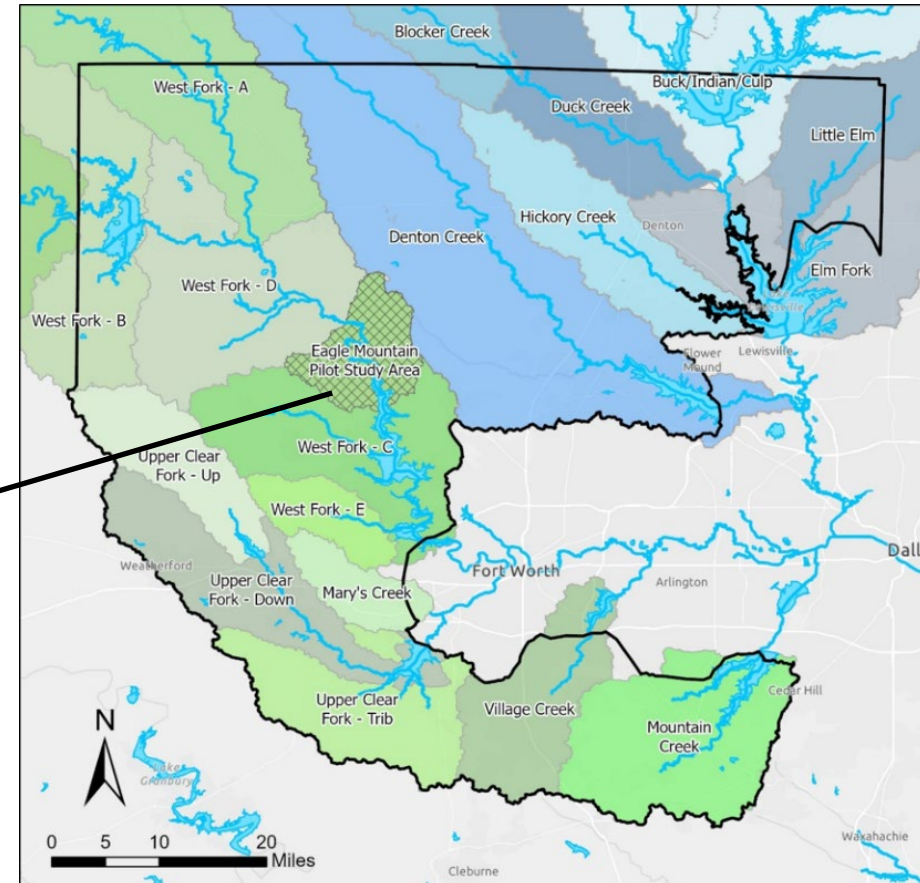
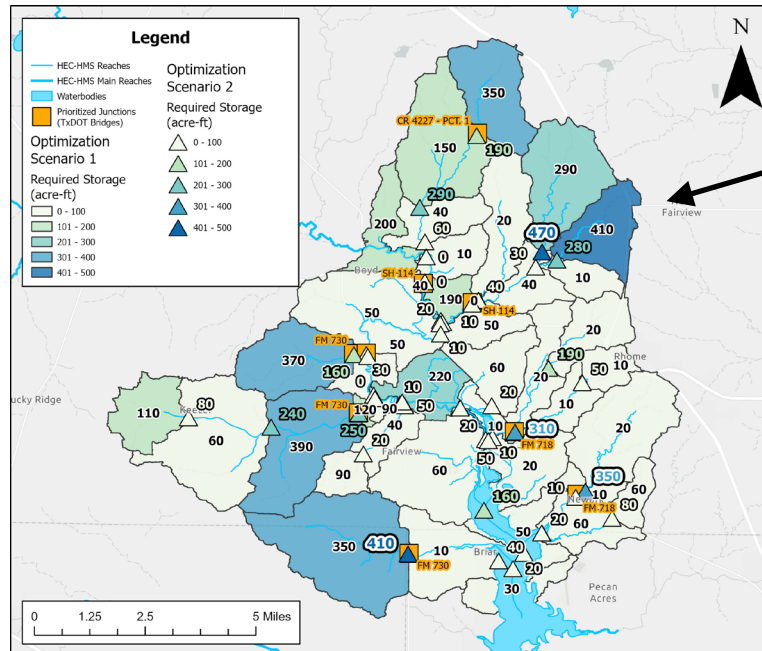
Identify optimal storage volumes at specific locations to mitigate future peak discharge increases, based on estimated 2020-2070 land use change effects on impervious cover and valley storage loss

■ Scenario 1

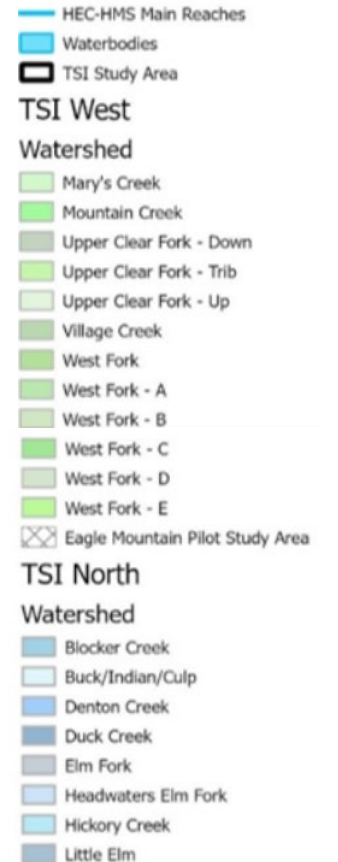
➤ **Subbasin**
(local)

■ Scenario 2

➤ **Junction**
(regional)

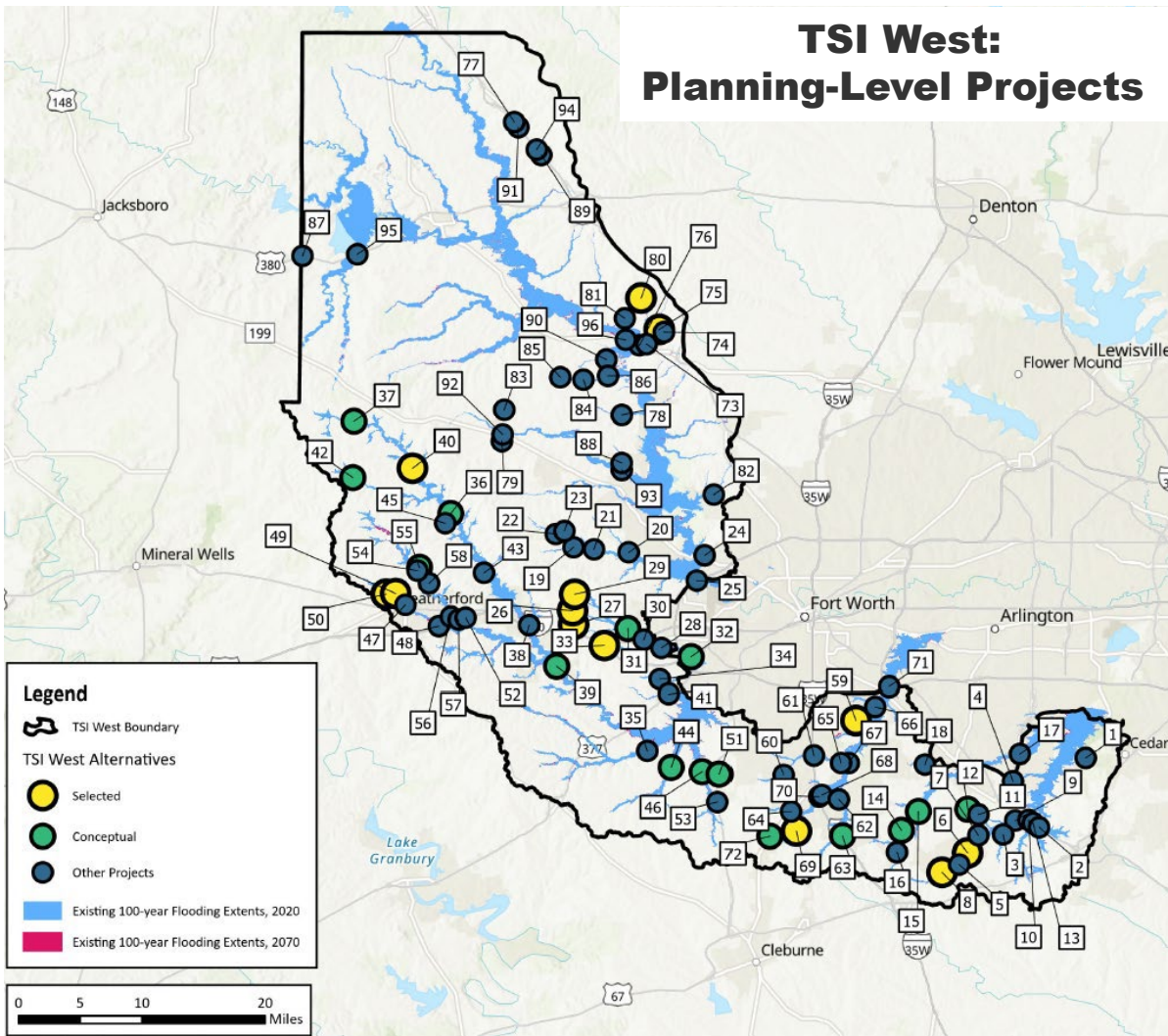


Legend



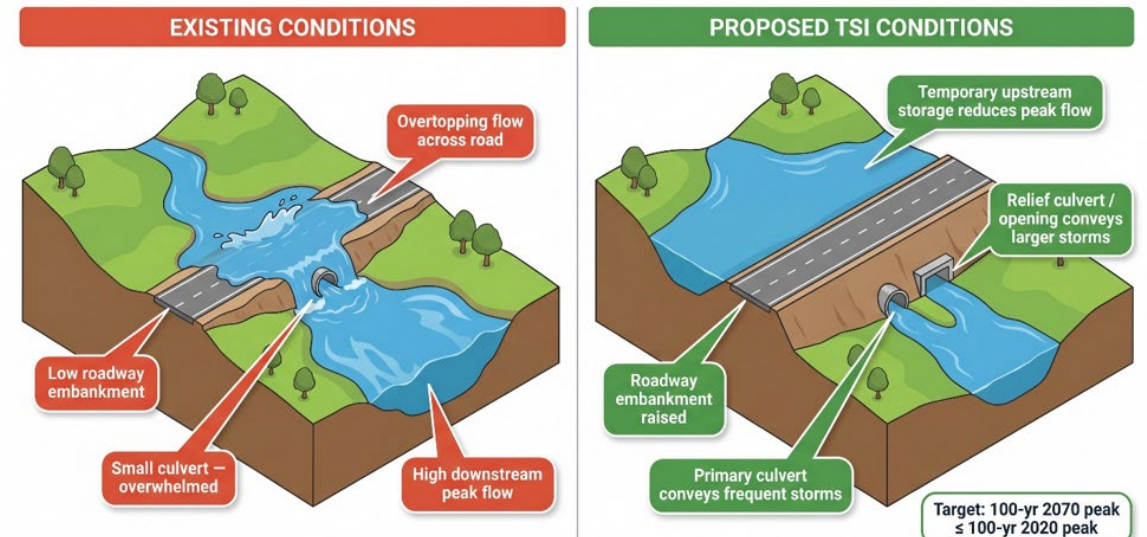
Detailed Projects

TSI West: Planning-Level Projects



Watershed / Modeling Area	Alternative Locations	General Types of Locations Represented
Eagle Mountain / Lake Worth (LAWO)	24	Road crossings of Blue Creek, Deep Creek, Watson Creek, West Fork, & other tributaries
Upper Clear Fork Trinity River (UCFT)	24	Road crossings of Clear Fork, Rock Creek, Town Creek, Willow Creek, & other tributaries
West Fork Trinity River (WEST)	7	Flood-prone locations & road crossings of Silver Creek, West Fork, & other tributaries
Mary's Creek (MARY)	9	Road crossings of Mary's Creek & tributaries, road exposure points, & buyout opportunities
Village Creek (VICR)	14	Road crossings of Chambers Creek, Deer Creek, Quil Miller Creek, Village Creek, & other tributaries
Mountain Creek / Joe Pool Lake (JOPL)	18	Flood-prone locations & road crossings of Mountain Creek, Walnut Creek, & other tributaries
TOTAL	96	TSI West – Planning-level Alternatives & Project Locations

TSI Roadway Detention Concept



Detailed Project Example – FM 3325 @ Mary's Creek

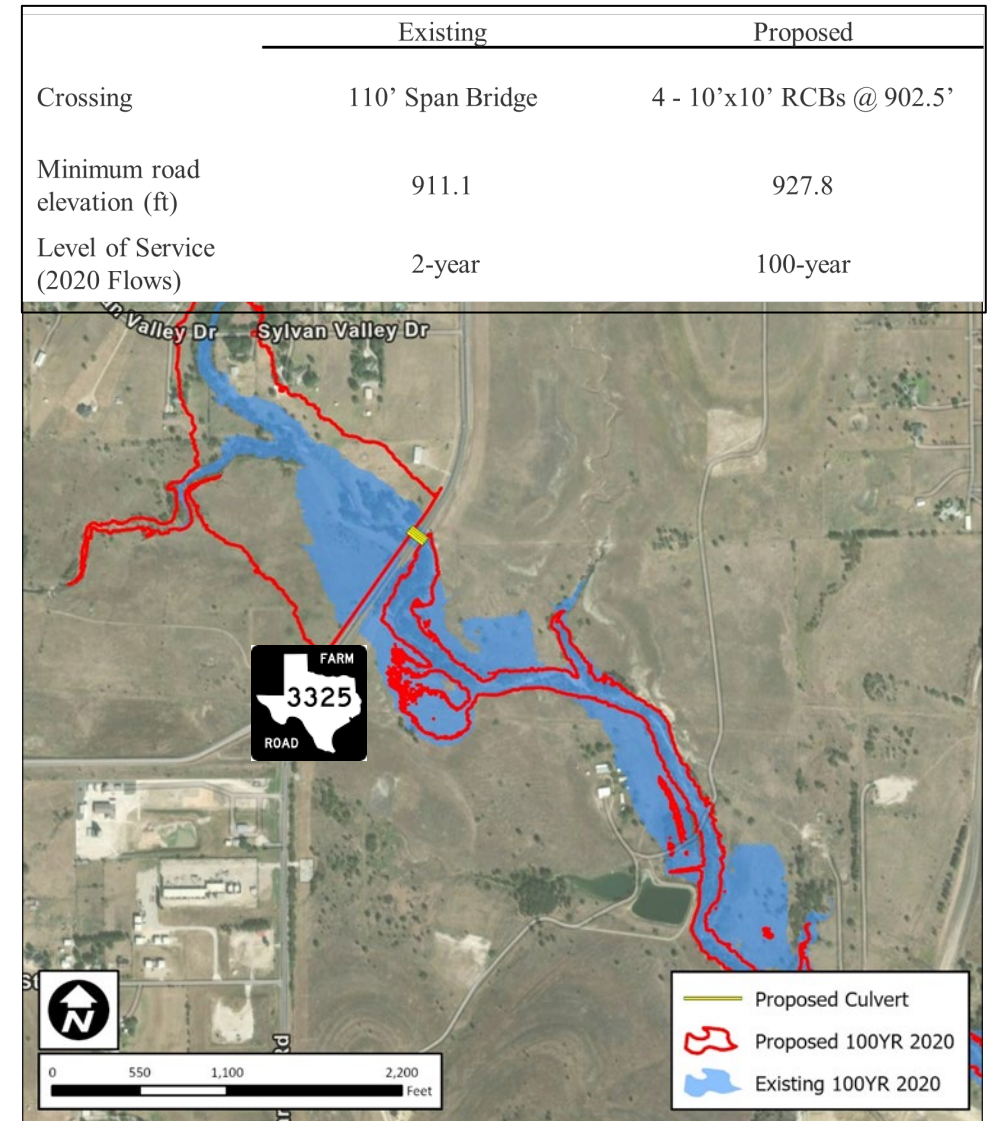
PROJECT NAME	TSI ADDED COST (New Detention & Flow Cuts)	BUYOUT COST (Induced Flooding to Properties / Structures)	TOTAL ADDED COST	MODELED FLOOD DAMAGE REDUCTION (Present Value)	BENEFIT COST RATIO (BCR)
MARY'S CREEK WATERSHED					
FM 3325 @ Mary's Creek	\$2,200,000	\$1,600,000	\$3,800,000	\$14,300,000	3.8

	100-year 2020 Flows		100-year 2070 Flows	
	Existing	Proposed	Existing	Proposed
Peak downstream flow* (cfs)	13,200	8,100	14,100	8,300
Peak headwater* (ft)	919.2	925.4	920.3	925.4
Max depth over roadway* (ft)	1.9	-	2.1	-
Added storage* (ac-ft)	-	237	-	238

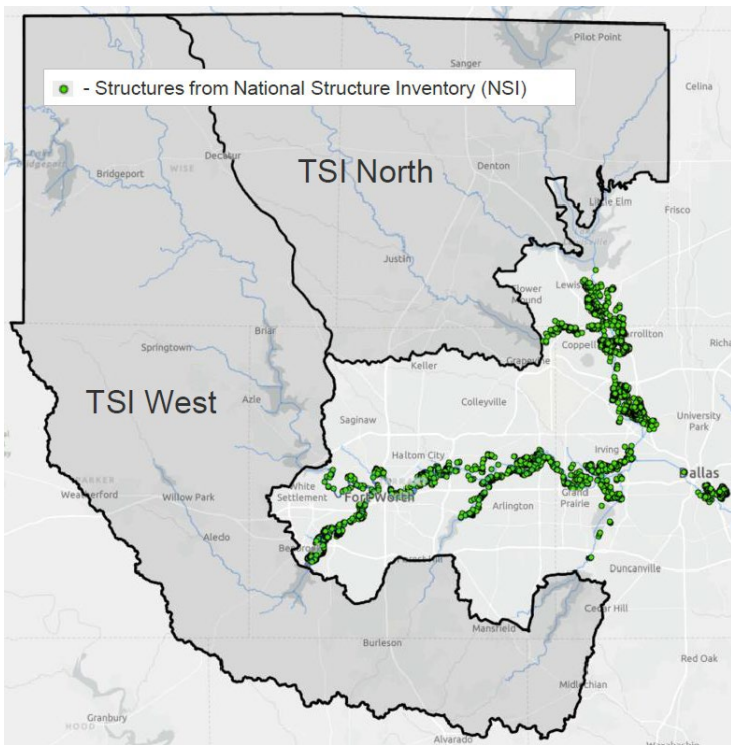
*Rounded values

Project Details:

- Mobility 2050 – Capacity increase from 2-lane rural to 4/6-lane urban divided
- Raise roadway nearly 17 feet for an approximate length of 1,500 feet
- Replace current bridge with multi-barrel culvert system
- Conveyance improves from 2-year to 100-year flood event (*under 2020 flows*)



No Action – Increased Damage



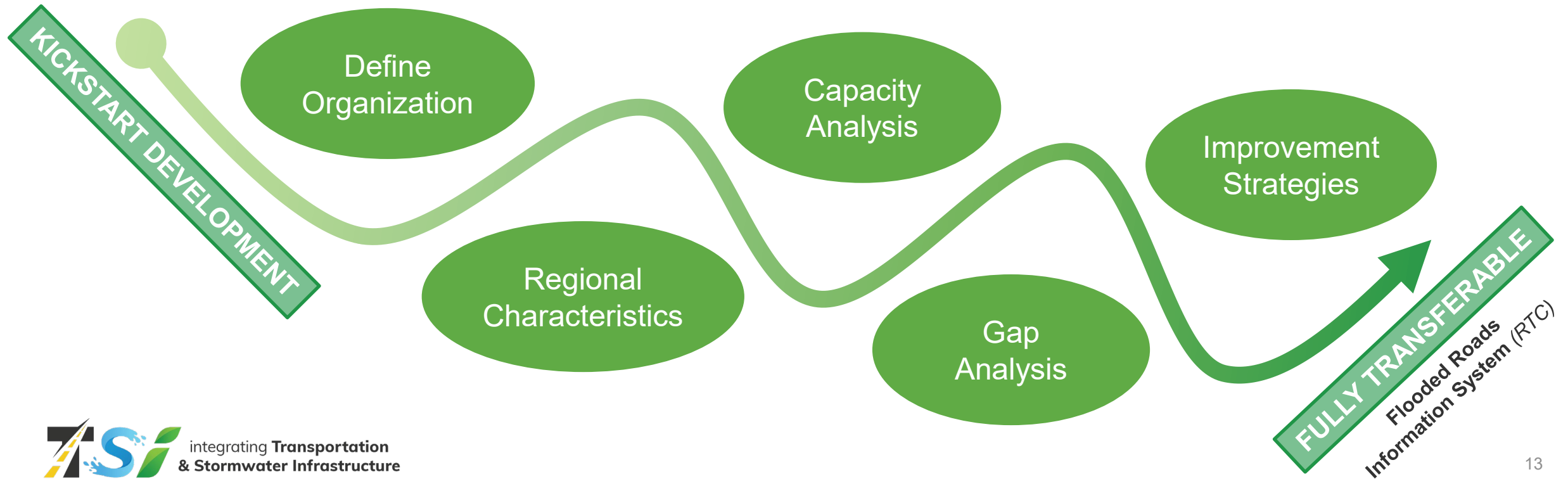
KEY FINDINGS (500-Year Storm):

- In TSI West, 400 more homes inundated without valley storage preservation
- Increased flood depths (≥ 1 ft) for nearly 900 existing homes in vulnerable Mary's Creek & Upper Clear Fork areas
- Over 10,000 downstream structures potentially impacted by TSI Study Area valley storage loss

YEAR	TSI WEST SUBAREA DAMAGE – BY WATERSHED					TOTAL
	Lake Worth	Village Creek	Mary's Creek	Upper Clear Fork Trinity	Mountain Creek	TSI WEST (Modeled)
2020 (Initial H&H Model Year)	\$0	\$0	\$0	\$0	\$0	\$0
2027	\$1,000,000	\$2,100,000	\$400,000	\$3,400,000	\$500,000	\$7,400,000
2050	\$4,600,000	\$10,000,000	\$2,200,000	\$21,300,000	\$2,800,000	\$40,900,000
2070 (Horizon H&H Model Year)	\$11,400,000	\$25,900,000	\$6,700,000	\$102,000,000	\$11,100,000	\$157,100,000
2076	\$16,200,000	\$38,100,000	\$10,300,000	\$183,700,000	\$18,900,000	\$267,200,000
Average Annualized Damage (2027-2076)	\$4,500,000	\$9,900,000	\$2,300,000	\$28,100,000	\$3,300,000	\$48,100,000
Present Value Damage (2027-2076)	\$110,700,000	\$244,100,000	\$57,300,000	\$690,200,000	\$81,600,000	\$1,183,900,000
Present Value % by Watershed	9%	21%	5%	58%	7%	100%

YEAR	DOWNSTREAM DAMAGE – BY WATERSHED (500-Year Storm)					TOTAL
	Lake Worth	Village Creek	Mary's Creek	Upper Clear Fork Trinity	Mountain Creek	TSI WEST (Modeled)
Increased 500-Year Storm Damage (2020 vs. 2070 flows)	\$0	Pending	\$198,000,000	\$25,300,000	\$76,000	\$261,500,000
Increased Annual 500-Year Storm Damage in 2070	\$0	Pending	\$400,000	\$100,000	\$0	\$500,000
% Watershed Contribution	0%	15%	76%	10%	0%	100%

Menu of Options: Flood Early Warning System (FEWS)



Menu of Options: **Funding Opportunities**



- Downloadable Excel Spreadsheet
- FAQ



- Identifies funding opportunities to support implementation of TSI strategy recommendations



Topics include:

- Flood Hazard Mitigation
- Water and Stormwater Infrastructure
- Watershed Protection and GSI/NBS Applications



integrating **Transportation**
& **Stormwater Infrastructure**

**TSI FUNDING OPPORTUNITIES TABLE –
FREQUENTLY ASKED QUESTIONS**

Menu of Options: Policy Recommendations

Higher Floodplain Strategies (examples):

- Require development setbacks
- **Preserve valley storage**

Built Environment Strategies (examples):

- Reduced streets in floodplains
- Reduced impervious cover

Comprehensive regional inventory within final report



Preserve Valley Storage – Existing Higher Standards

CATEGORY	TYPE	SAMPLE CODES	DESCRIPTION
Freeboard Requirements	<i>Fixed Freeboard Above Base Flood Elevation (BFE)</i>	Aurora, TX: Flood Damage Prevention Ordinance	Establishes a two-foot (2') freeboard requirement above FEMA minimum standards.
		Johnson County, TX: Flood Damage Prevention Ordinance	Establishes a three-foot (3') freeboard requirement above FEMA minimum standards.
	<i>Fully Developed Conditions Freeboard</i>	Denton, TX: Development Code	Incorporates fully developed watershed conditions into freeboard requirements to account for future flood risk.
		Mansfield, TX: Flood Damage Prevention Ordinance	Incorporates fully urbanized hydrology studies into minimum elevation standards to account for future development conditions.
	<i>Dual-Criteria / Higher-of-Standard</i>	Fort Worth, TX: Floodplain Provisions Ordinance	Applies the more restrictive of FEMA flood elevations & fully developed watershed conditions to determine minimum elevation standards.
Match Pre-Development Runoff	<i>Peak Discharge Matching</i>	Denton, TX: Stormwater Design Criteria Manual	Maintains pre-development peak discharge rates through on-site stormwater controls.
	<i>Downstream Impact Evaluation</i>	Kennedale, TX: Public Works Design Manual	Requires evaluation of downstream drainage systems to identify & mitigate development-related increases in flow velocity & erosion potential.
	<i>On-Site Runoff Mitigation</i>	Denton, TX: Stormwater Design Criteria Manual	Requires on-site stormwater controls to reduce downstream flood impacts & maintain existing drainage conditions.
Valley Storage Preservation	<i>No Net Loss Standards</i>	Benbrook, TX: Flood Hazard Protection Regulations	Preserves floodplain storage capacity by prohibiting valley storage reductions below BFE.
	<i>Compensatory Storage</i>	Fort Worth, TX: Floodplain Provisions Ordinance	Requires replacement of displaced floodplain storage to maintain existing valley storage capacity & reduce downstream flood risk.
No-Rise / No-Adverse Impact	<i>Flood Elevation Impact Standards</i>	Wise County, TX: Flood Damage Prevention Ordinance	Preserves existing flood elevations by prohibiting BFE increases resulting from development within special flood hazard areas.
	<i>Hydraulic Performance Standards</i>	Flower Mound, TX: Floodplain Regulations	Preserves hydraulic performance by prohibiting increases in floodwater velocities resulting from development within flood hazard areas.

How Does TSI Get Implemented?

TSI will...

- Leverage, enhance, and/or recommend expanding existing regulatory frameworks
- Identify and recommend TSI Flood Management Projects (FMPs), Flood Management Evaluations (FMEs), & Flood Management Strategies (FMSs)
- **Collaboratively** explore/promote other avenues to expand flood resiliency & improve funding/programming opportunities (State Flood Plan, Federal grants, etc.)
- Find solutions that provide more benefit values beyond what projects may cost



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StoryMap



Website:

www.nctcog.org/tsi



Walk & Roll to School Day Promotion 2026

Shawn Conrad|STTC

8.28.2026

From Top to Bottom: Taylor Elementary and Bledsoe Elementary, WRTSD 2022
Sonntag Elementary, 1st Place Photo Contest Winner, 2023

Walk & Roll to School Day

Save the Date – October 7, 2026

Annual event where students, parents, and community members walk or roll to school together

- Encourages safe, active trips to school
- Engages families, schools and local government
- Promotes health, safety, and air quality
- Improved academic performance. Active kids arrive at school ready to learn!

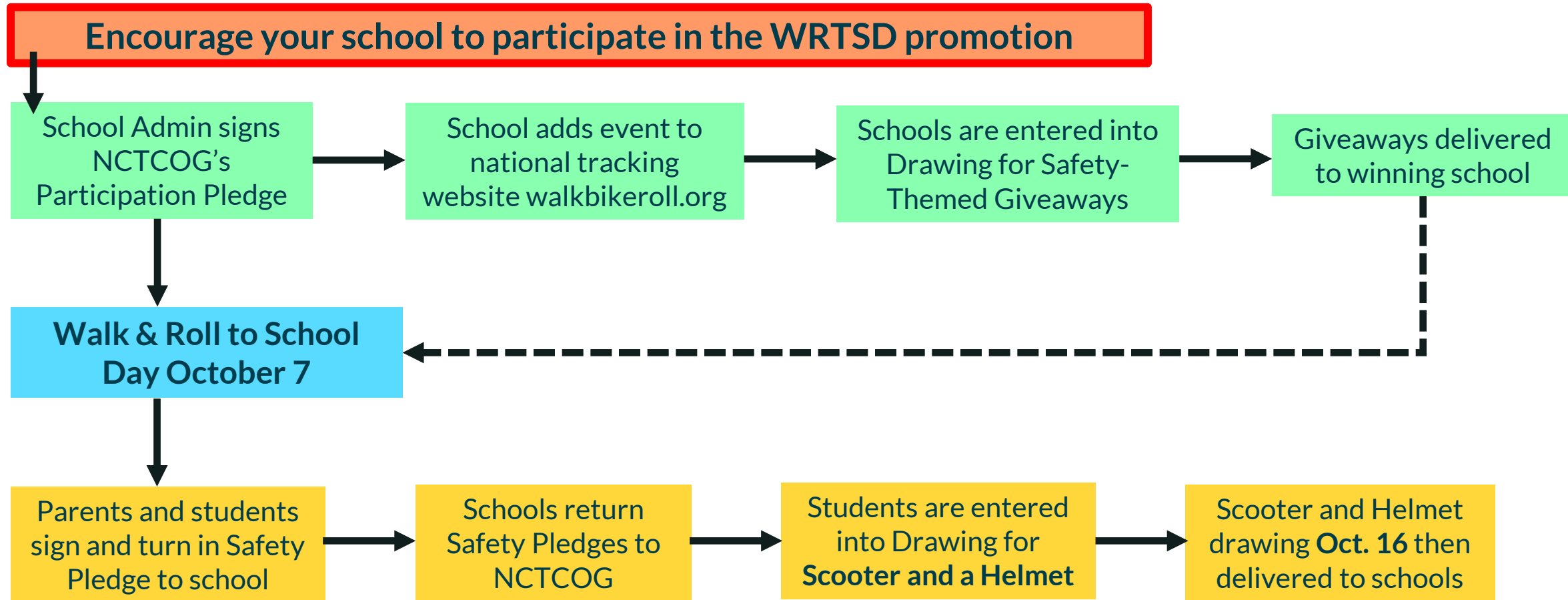
Who Can Participate

- Students and families
- School districts and educators
- Cities and local departments
- Public safety partners
- Community organizations
- Elected officials and local leaders

NCTCOG encourages participation in Walk & Roll to School Day (WRTSD) by providing planning and promotion resources and drawings to incentivize participation.



How to Participate in NCTCOG's Walk & Roll to School Day Promotion



Promotional Drawing #1

- Winning schools receive safety-themed giveaways to hand out to students on WRTSD
- Schools register by signing Participation Pledge
- Registration closes September 18



Comanche Springs Elementary, WRTSD 2022



Samples of Safety-Themed Giveaways



Sonntag Elementary, WRTSD 2023,
3rd Place Photo Contest Winner



Nichols Elementary, WRTSD 2022,
1st Place Photo Contest Winner



Promotional Drawing #2

- Students register by signing Promise to Street Safety pledge with a parent
- Schools submit all forms to NCTCOG to enter students into drawing for a **scooter with a helmet**
- Drawing held after October 7 WRTSD events



PROMISE TO STREET SAFETY

By signing this pledge, I promise to participate in Walk & Roll to School Day 2026 and to do my part to stay safe, look out for others, and show respect while walking or bicycling to school.

BE ALERT for people biking and walking on sidewalks, trails and streets.



LOOK OUT for cars in the street. No matter what, it is never worth endangering my safety or the safety of other people to get somewhere.



RESPECT the rights of all people to use our streets safely.

OBEY all traffic signs and signals for my own safety.

PROTECT myself by wearing a helmet when I ride my bicycle.

PROTECT my friends and loved ones by encouraging them to bike, walk and drive safely by following traffic laws and looking out for other people.

I will show my parent or caregiver the 21 Safety Tips at www.LookOutTexans.org.

Together, we can keep our streets safe and make Walk & Roll to School Day a success.

By signing this card, I promise to participate in Walk & Roll to School Day and practice respectful street safety.



How Cities Can Support Walk & Roll to School Day

- Partner with local schools
 - Promote with ISDs / schools / community
 - Attend local WRTSD events
- Events are an opportunity to engage schools
 - Observe pedestrian and traffic conditions near schools
 - Identify safety improvement needs
 - Talk to staff / community members about issues
- Promote community investments
 - Highlight completed projects
 - Demonstrate local commitment to student safety
 - Engage elected officials and community partners



Bledsoe Elementary, WRTSD 2022



Cross Oaks Elementary, WRTSD 2024,
2nd Place Photo Contest Winner

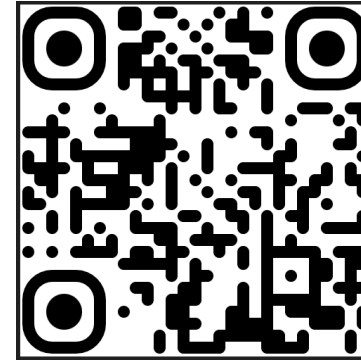


How Schools Register for Promotion

Schools submit participation pledge to register

Must be completed by a school administrator to be eligible

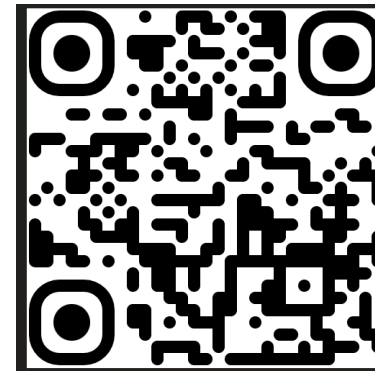
 publicinput.com/wrtsd26
(direct link to registration page)



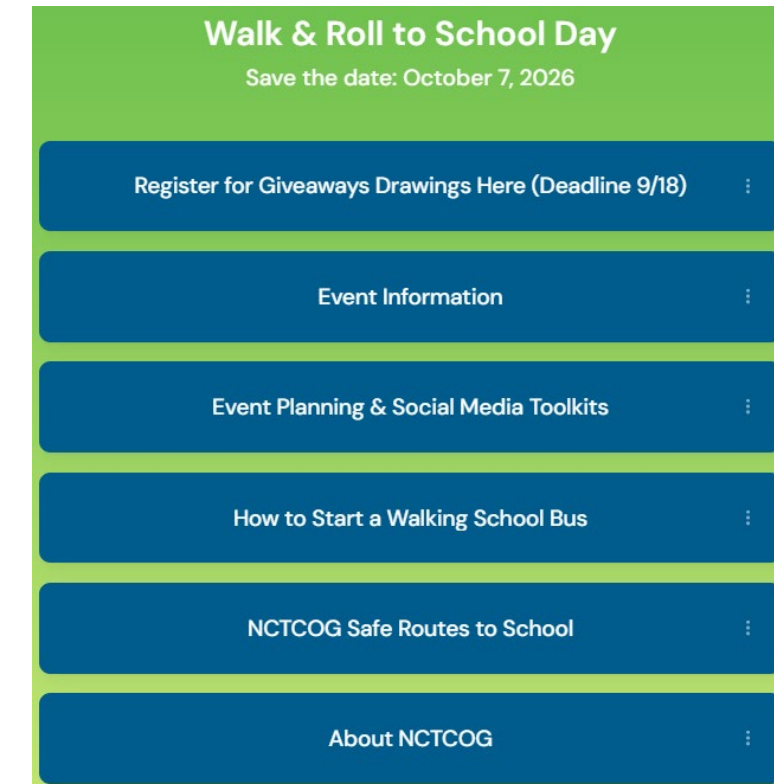
Also check out:

Planning and promotion resources (includes registration link):

 <https://linktr.ee/wrtsd>



Registration deadline September 18



More information at
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Walk and Roll to School Day 2026 | www.nctcog.org/walkbikeroll



Bledsoe Elementary, WRTSD 2022



Kerr Elementary, WRTSD 2024,
1st Place Photo Contest Winner



Hosp Elementary, WRTSD 2024, 3rd Place Photo Contest Winner